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TIME-TABLE

WEEK DAYS.

7.00 a.m., 7.10 a.m.
7.30 a.m. to 8.00 a.m. Every 15 minutes
8.00 „ „ 11.00 „ „ 10 „
11.30 „ „ 12.30 p.m. „ „ 15 „
12.49 „ Non stop
12.47 „ Stopping
12.57 „ Non stop
1.04 „ Stopping
1.13 „ Non stop
1.20 „ Stopping
1.30 p.m. „ 2.30 „ Every 10 „
2.50 „ „ 3.30 „ „ 15 „
3.30 „ „ 7.10 „ „ 10 „
7.20 „ Non stop
7.27 „ Stopping
7.27 „ Non stop
7.44 „ Stopping
7.54 „ Non stop
8.01 „ Stopping
8.10 „ Stopping

NIGHT CARS.

8.50 p.m., 9.00 p.m., 9.20 p.m.
9.30 p.m. to 11.00 p.m. Every 20 minutes
11.15 p.m., 11.20 p.m., 11.45 p.m.

SATURDAYS.

Extra Car—12 Midnight.

SUNDAYS.

7.00 a.m., 7.10 a.m.
7.30 a.m. to 9.30 a.m. Every 15 minutes
9.30 „ „ 11.00 „ „ 10 „
11.15 „ „ 12.00 noon „ 15 „
12.00 noon „ 1.00 p.m. „ 10 „
1.00 p.m. „ 2.30 „ „ 15 „
2.30 „ „ 4.30 „ „ 10 „
4.30 „ „ 5.30 „ „ 15 „
5.30 „ „ 7.10 „ „ 10 „
7.20 „ Non stop
7.27 „ Stopping
7.27 „ Non stop
7.44 „ Stopping
7.54 „ Non stop
8.01 „ Stopping
8.10 „ Stopping

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1 May, 1923. [726

KOWLOON-CANTON RAILWAY.

TIME-TABLE

On and after FRIDAY, SEPTEMBER 15TH, 1922, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 13 Local	No. 15 Local	No. 3 Local	No. 7 Local	No. 11 Local	No. 9 Through Express	No. 17 Local	No. 19 Local	No. 5 Through Slow	No. 21 Local	No. 23 Local	No. 25 Thro' Exp.
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
CANTON (Tai Sha Tau) dep.						6.00				5.45		1.30
SHEK LUNG dep.						8.13				11.41		4.30
Sham Chun dep.	Sundays only	7.32	8.05	9.32	10.37	11.13	11.10	5.48	6.39	6.19	8.06	6.40
Shenngshui dep.		7.38	8.13	9.38	10.44	—	11.17	5.54	6.44	6.25	8.12	—
Fanling dep.		7.48	8.23	9.48	10.45	—	11.31	6.10	6.49	6.45	8.17	—
Taipo Market dep.		7.48	8.33	9.58	10.58	—	12.03	6.21	6.01	6.55	8.27	—
Taipo dep.		7.47	8.34	10.12	11.06	—	12.07	6.27	6.08	6.57	8.31	—
Shatin dep.		8.00	8.47	10.28	11.16	—	12.21	6.40	6.23	6.30	8.44	—
Yuenmki dep.	7.17	8.16	8.56	10.38	11.25	—	12.34	6.49	6.37	6.08	8.56	—
KOWLOON arr.	7.18	8.18	8.58	10.46	11.36	11.17	12.41	6.51	6.44	6.19	7.04	7.31

UP TRAINS

Stations	No. 2 Local	No. 2A Local	*No. 6 Through Express	No. 10 Local	No. 8 Through Slow	No. 12 Local	No. 22 Joint Sectional	No. 24 Local	No. 18 Thro. Expr.	No. 24 Local	No. 26 Local	No. 28 Local
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	Noon	p.m.	p.m.	p.m.	p.m.	p.m.
Last Ferry leaves Hongkong	6.15	6.55	7.55	7.55	8.55	10.15	11.55	1.05	1.55	4.15	5.15	5.35
KOWLOON dep.	6.41	7.20	8.07	8.34	9.18	10.39	12.05	1.18	2.18	4.54	5.37	7.08
Yuenmki dep.	6.51	7.18	—	—	9.28	10.58	12.25	1.27	—	5.48	5.57	7.38
Shatin dep.	7.08	—	—	—	9.38	10.50	12.31	1.38	—	5.58	6.05	7.23
Taipo dep.	7.17	—	9.02	—	9.52	11.03	12.54	1.16	—	6.08	6.03	7.16
Taipo Market dep.	7.23	—	—	—	9.57	11.08	12.59	1.51	—	6.13	6.07	7.46
Fanling dep.	7.33	—	—	—	10.08	11.18	1.08	2.01	—	6.23	6.17	7.51
Shenngshui dep.	7.38	—	—	9.15	10.13	11.23	1.13	2.10	—	6.27	6.21	8.01
Sham Chun arr.	7.44	—	9.40	9.19	10.19	11.29	1.19	2.16	3.55	6.33	6.27	8.09
SHEK LUNG arr.	—	—	10.47	—	—	—	—	—	4.43	—	—	—
CANTON (Tai Sha Tau) arr.	—	—	12.10	—	5.04	—	—	—	6.00	—	—	—

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* Will stop at Taipo and Shenngshui, except on Sundays and Public Holidays, for First-Class Passengers on Notice being given to the guard at Kowloon.
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	a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
Fanling ...dep.	7.45	11.30	2.20	6.2.	Shatinkok...dep.	8.50	10.15	1.05	5.00
Shatinkok ...arr.	8.40	12.25	3.15	7.15	Fanling ...arr.	7.35	11.10	2.00	5.55

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the trains mentioned in this table will connect with the trains as shown.
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ENGLAND AND GERMANY: SHALL WE BEHAVE AS CHRISTIANS?

The following article is from the *Manchester Guardian*:—

One of the most famous debates in the House of Commons during the last century arose over the case of one Don Pacifico, a Mediterranean Jew who happened to be a British subject, whose house at Athens for some reason or other had been sacked by the mob, and who presented to the Greek Government a demand for compensation which was, Lord Morley says, absurdly fraudulent on the face of it. It was on this occasion that Palmerston, at the end of a five hours' speech, flung out his dramatic challenge to the House to say, "whether, as the Roman in days of old held himself free from indignity when he could say *Civis Romanus sum*, so also a British subject, in whatever land he may be, shall feel confident that the watchful eye and strong arm of England will protect him against injustice and wrong." The debate travelled far beyond Pacifico "to the temper and the principles on which nations in our modern era should conduct their dealings with one another." Gladstone, in particular, says his biographer lifted the debate above the narrow expediencies of the particular case. "When we are asking for the rights that belong to our fellow-subjects resident in Greece," he said, "let us do as we would be done by; let us pay all respect to a feeble State and to the infancy of free institutions which we should desire and should exact from others towards their authority and strength." Gladstone, Morley adds, "had not read history for nothing, he was not a Christian for nothing."

A LEAD FROM OXFORD.

He was not a Christian for nothing. It is not just such Christians, Christians, that is, who take their religion seriously and that only in individual but in national and international affairs—that England urgently needs to-day? To be precise, has not the time fully come when we should begin to behave as Christians towards our late enemies in Germany? Happily, there are signs not a few that Englishmen are setting themselves to cast the fire of hate out of their bosoms and seek reconciliation with those with whom they have been at strife. For example, Dr. Deissmann, the friend and fellow-worker of the late James Hope Moulton, has been delivering a course of lectures on Christianity at Selly Oak, Birmingham, and visited Manchester last week. At Oxford this spring a number of German students are to be received as the guests of some members of the University. The Grimsby skipper and his crew of whom we were reading the other day, who had been given up for dead and who were only rescued by a German trawler which stood by them for two days during a terrible storm in the North Sea, and for another two days kept them in tow, will not easily believe that all Germans are "blonde beasts." Most significant and encouraging of all is the vote taken in the Oxford Union Society, when, by 177 to 74, the undergraduates of the University declared that the time is now ripe for war enmities to be discarded and for a friendly attitude to be taken up towards all the peoples who fought against us in the late war. When the educated youth of a land can speak the language of a lofty Christian chivalry after this fashion there is no need to be despondent. For myself, I like to think that the vote of the Oxford Union is another evidence of the leavening influence of the Student Christian Movement, which is doing such magnificent service for the Kingdom of God to-day in all the centres of university life.

PUNISHING THE UNBORN.

But of course there are other influences at work. One section of the English Press and public has apparently only one thought of Germany, and, like the unmerciful servant in Christ's parable, is ready to take her by the throat and cast her into prison until she has paid all that is due. How she is both to pay and to be cast into prison their anger does not permit them to explain. But they go on backing France's mad policy in the Ruhr, vowing that they will visit the sins of the Kaiser and his Junkers upon all Germany to the third and fourth generation, and when they are challenged either in the name of charity or wisdom, seeking to justify themselves by asking what mercy Germany would have shown to us if she had been lucky enough to win the war, all that, of course, is simply stark paganism: and if we are content to be pagan there is no more to be said. But if we are Christian—?

It is possible to argue the matter in a paragraph, but I will ask my readers to remember what happened in America at the close of the terrible Civil War. Those who have read or seen Mr. Drinkwater's "Abraham Lincoln" will not readily forget the little scene in the White House when Frederick Douglass, the negro preacher, comes to ask for reprisals on Southern whites for the murder of negroes who had been taken prisoner fighting for the North. Lincoln will not hear of it: "It is for us to set a good example, not to follow a wicked one." And that was Lincoln's policy throughout. When, towards the close of the long struggle, some of his own were for hanging Southern leaders as traitors he answered them in a characteristic fashion: "What have I to do with you, ye sons of Zeruiah, that ye should this day be adversaries unto me? Shall there any man be put to death this day in Israel?" "No one need expect me," he said in his last utterance on public affairs, "to take any part in killing or hanging these men, even the worst of them. We must extinguish our resentments if we expect harmony and union." It was not merely that Lincoln had learned the truth of Burke's great aphorism that magnanimity in politics is not seldom the truest wisdom; he had drunk inspiration from a still deeper well: he was not a Christian for nothing. And it is only in the spirit of Lincoln, which is the spirit of Christ, that we can ever find healing for the open wounds of Europe to-day.

WHAT IT COST TO DISCOVER AMERICA.

The discovery of America, according to documents found in the archives of Genoa, cost a little more than £1,400. The fleet of Columbus was the value of £600, and the salary of the admiral amounted to £60 a year. The two captains who accompanied the expedition received a salary of £40, and the members of the crew were paid at the rate of 10s. a month each. Columbus evidently got nothing for his share of the job.

SNAKES AND SCORPIONS.

THE SERPENT CHARMER OF LUXOR.

The special correspondent of the *Times* writes:—The charmer's name is Moussa. He drove with us from Luxor, sitting on the box-seat of one of the carriages with a basket in his hand, which, he sufficiently satisfied us, was empty; a little man and swarthy, with bristling, untrimmed moustache, lean-faced, and quick of movement as perhaps you and have to be in dealing with cobras and scorpions and such. Dressed in black with a white turban on his head, carrying a longish cane in his hand, he led the way—we five English following—amid the rubbish heaps and piles of broken masonry and old mud bricks which litter the dusty plain about the Temple of Karnak. As he walked he harangued the world at large, chanting, in a high-pitched monotone, texts, we were told, from the Koran, and powerful incantations taught him by his grandfather. A great man must his grandfather have been. He learned all his lore from Hakim Syed Suleiman himself, a Sheikh so potent that every snake and scorpion in Egypt knows and trembles at his name to-day.

Now and again Moussa stopped to exhort some likely-looking pile of dust and stones with especial earnestness. He would even thump it with his stick and, in the name of Suleiman, adjure whatever obscene creatures might be in hiding to come out. The first two or three such piles we drew blank. Then: "He smells something," said the interpreter. Calling our attention to a particular hole among heaped bits of masonry the little man attacked the orifice from afar off with the point of his stick, thrusting at it angrily, chipping the sides, stirring the dust before it. Then, advancing gingerly and with his flowing sleeves pushed back to leave his clean arms bare to the shoulder, reaching out, he picked delicately out of that dust, by the extreme tip of its tail, a wriggling scorpion.

No; it was not sleight of hand. The scorpion was there where he found it, though how it may have got there is another matter. It was not a large one, but large enough—some four or five inches long over all, a greenish-yellow, semi-translucent, horrid thing. For a while Moussa played with it for our benefit, letting it do its best to sting the callousedtip of his thumb, and making it sit motionless at the word of command in Suleiman's dreaded name. Then he placed it on a stone, whence it promptly scuttled away. Again he caught it and placed it there, drew a ring round it with his finger, and, marked a cross before it, and once more adjured it in Suleiman's name to stay still. And it stayed, even though he beat the stone close by it with his stick.

More scorpions followed, with the same pantomime in every case, till scorpions palled upon us. We wanted bigger game and clamoured for snakes—the larger and more venomous the better. Well, he inquired, where would we like him to look for them? So we directed him along the old mud-brick wall of the Romans, full on the face of which the sun was beating. And the snakes came.

First, a thin grey snake, perhaps three and a half feet long, hauled struggling out of a hole in the old wall and flung upon the sand at our feet. We were assured that it was abominably poisonous; but from the shape of its head it looked as harmless as a grass snake at home.

Again he smelled something; smelled it from afar—something big—perhaps a cobra! And presently before a group of three holes close together in the wall he stopped in a very fury of exhortation. Every charm that his grandfather ever knew must surely have been invoked as the little man threatened and commanded and thrashed at the wall with his stick, while ten feet above a pair of little owls sitting on a ledge in the wall blinked down in astonishment and bobbed their heads at us ridiculously.

After thrusting his stick into one hole after another, he conveyed to us that the three were connected inside the wall; and the snake, he gave us to understand, was dodging him from one to another. At last he seemed to have cornered his prey and, reaching his bare arm almost to the shoulder deep into one of the black openings ('I wouldn't have done it for all the money in the world), he drew out, the reptile doing its best to resist, a struggling cobra getting on for five feet long. It was certainly a formidable looking thing as it slid this way and that over the sand or stopped to rear its head and expand its hood like a "uraeus" of one of the old Egyptian kings come to life.

To the creature thus uncurled its black tongue flickering in and out of its narrow slit of a mouth, Moussa, stooping down before it, slowly reached out his hand. Very gradually, almost imperceptibly, he brought it nearer to that wicked-looking head until it was but six inches away, plainly within striking distance. Then gently, as if in exhausted surrender, the serpent reached forward and softly laid its head in the upturned palm. It was an extraordinarily dramatic curtain to the play.

And are they really wild creatures that he thus discovers for the tourist? You will hear many stories, various theories. But day after day he goes, now here, now there, and never fails to produce both scorpions and snakes. People have told me how they took him out into the desert and he found them there as easily as in the familiar mud brick wall at Karnak. In all Egypt, then, but his own private snakehouse or serpent-warren? Has he tamed cobras and scorpions and what not laid down in every hole in all the wilderness? I do not know; but it is an unpleasant thought. At all events, as the average tip from the thrilled tourists is probably one pound a day, Moussa makes money while the season lasts.

LIGHT WITHOUT HEAT.

M. Risler, formerly in the Laboratory of Strasbourg University, is reported to have invented an electric lamp which gives out light without heat. The bulb, it is understood, is filled with a gas and a substance which becomes intensely phosphorescent and gives out a dazzling light when the electric current passes.

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SIR,—I beg to acknowledge the receipt of your letter of the 23rd instant and am desired by the Prince of Wales to thank you for the copy of the 60th annual edition of "THE DIRECTORY & CHRONICLE FOR CHINA, JAPAN, THE STRAITS SETTLEMENTS, ETC., ETC.," which His Royal Highness has been pleased to accept, and which will be extremely useful during the remainder of the tour.

Yours faithfully,
GODFREY THOMAS,
(Private Secretary.)

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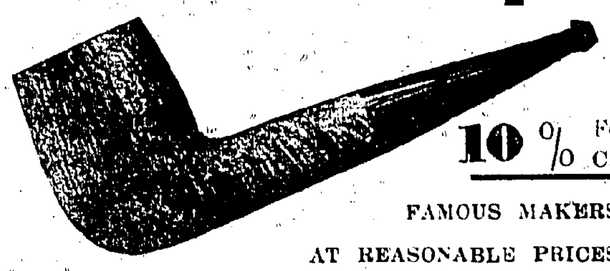

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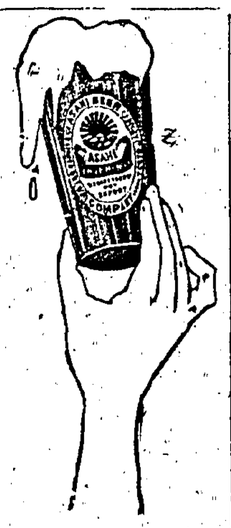

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RUGBY "SEVENS".

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, April 11th.

The popularity of Rugby seven-a-side competitions is growing in the cities. They are not now confined to the Borders. At the end of last week a great crowd assembled at the International ground in Edinburgh, and a large sum was raised for Edinburgh Infirmary. Fourteen of our leading clubs sent teams. Glasgow High School (F.P.'s) were the ultimate winners, and they fully deserved their success. They were a well-balanced side. Behind the scrum they had plenty of pace, and A. Browning, Scottish internationalist, was a valuable asset. Edinburgh University were the runners-up. As was expected, their main reliance was E. H. Liddell's great speed. The Scottish sprinter was, next to Browning, the most effective player taking part. He did not show the same resource and cleverness as the High School man, but it was a real thrill to watch him streaking for the line. He gained a number of spectacular tries and put plenty of determination into his running. What was undoubtedly one of the most interesting ties of the tournament was that in the first round between Stewart's College (F.P.'s) and "Seven Old Crocks." The latter were A. T. Sloan, J. M. B. Scott, A. W. Angus, J. M. Tennent, C. M. Usher, A. Wemyss, and J. N. Shaw—all old internationalists. When it came to cleverness and passing moves the "Old Crocks" were superior, and they led at half-time by a goal. In the second period, however, the pace began to tell. The "Old Crocks" put up a great game, but the superior stamina of the Stewart's team and the fleetness of I. Tait carried the latter through.

"SEVENS" ON THE BORDER.

The first of the Border seven-a-side tournaments resulted in a win for Hawick, who scored 8 points to 5 against Gala.

THE CLOSING SOCCER SEASON.

There are still a few kicks left in the Scottish League, both at the head and the foot of the two competitions. That seems a bit Irish, but it is not so Irish as it seems when applied to football, for there have been and still are players who have been known to "kick" as well with their heads as others do with their feet. Two months ago, even a month ago, it was never imagined that the Rangers would be left with two matches to play and yet have still the championship to win, their lead seemed overwhelming. Yet it is just possible that they may lose the flag. They came through to Edinburgh requiring only one point, but found Hibernians strong, and were defeated. Airdrieonians, on the other hand, who occupy second place on the table, were superior in every department to Third Lanark, and won. The records of the two top clubs stands thus—

Rangers, 36 games played, 51 points.
Airdrie, 36 games played, 47 points.

Celtic have come on wonderfully of late: they were thought to be out of the running; now they are actually endeavouring to take the second place on the table at the end of the month. Their figures are—34 games and 42 points. Albion Rovers and Alloa are hopelessly at the bottom of the scoring sheet, with equal games, the Rovers have 24 and Alloa 22 points.

In the Second Division, Queen's Park are fighting hard for promotion; and both they and Clydebank scored full points.

Hibs	2	Rangers	0
Hamilton Acad.	0	Aberdeen	0
Celtic	2	Heart of Midloth.	1
Third Lanark	1	Airdrieonians	3
Falkirk	1	Albion Rovers	0
Ayr United	1	Alloa	1
Dundee	1	Clyde	0
Motherwell	4	Kilmarnock	1
Morton	1	Partick Thistle	2
St. Mirren	1	Raith Rovers	1
Dundee	3	Third Lanark	0
St. Mirren	1	Celtic	0

A CURIOUS PHENOMENON.

CALCUTTA'S "WEEPING" MANGOE TREE.

In his interesting book, Physiology of the Ascent of Sap Sir Jagadis Chunder Bose refers to what he describes as "a very curious phenomenon"—the periodic "weeping" of an intact mangoe-tree in the suburbs of Calcutta. "This event," writes the author, "became to be regarded as an evil omen and thus roused considerable alarm among the people in the neighbourhood.

"The particular tree is full grown and about 39 feet high. The circumference is 38 inches, and the outspread branches with their numerous leaves, cover an area of about 90 sq. metres. The exudation or weeping commences every day punctually at 1 p.m., from a point high up in the tree. This 'weeping,' so-called, is very copious at the begining, the rate of fall of successive drops being once in two seconds; it gradually slows down; the intervals between successive drops come to be five seconds at 2 p.m., eight seconds at 3 p.m., fifteen seconds at 4 p.m., and 150 seconds at 5 p.m., after which the exudation comes to a standstill. The performance is repeated every day punctually at 1 p.m., and with the same sequence."

Sir Jagadis gives a scientific explanation for this phenomenon in his book which, incidentally, is devoted to an account of experimental researches on the much-debated subject of the physiology of the ascent of sap, which lead to the conclusion that the ascent of sap is not, as is commonly held; a purely physical process, but is carried on by the activity of living cells.

HOLLAND'S 8TH INDUSTRIAL FAIR.

This Fair which was held at Utrecht from 13th to 22nd March, 1923, was characterized by exceptionally good business. An animated tone prevailed and there was evident desire to buy, which was partly due to the almost entire absence of direct German representation at the Fair. The number of participants amounted to 706 against 539 at the 7th Fair. Holland was represented by 427 exhibits, Germany by 146, England by 43, Belgium by 22, France by 17, the United States by 15, and Switzerland by 12. Several other countries sent a couple of exhibits only. China and Japan were not represented.

The next Fair of international character will be held at Utrecht from 11th to 20th September, 1923.

HONGKONG WEEKLY SHARE REPORT.

HONGKONG, May 18th.

There is no improvement to report in the local market since the issue of our last Circular. Business continues very restricted and as a result lower rates prevail.

The Shanghai market, with few exceptions, is dull and apathetic.

Banks.—Hongkong and Shanghai Banks have eased somewhat during the week with sales made down to $1,050. The London price has fallen away to £126 (middle).

Marine and Fire Insurances.—Deals have been made in Unions at $235 to $236. There are buyers of North Chinas at Tls. 138, Yangtszes at $26, and Hongkong Fires at $465. China Fires at $157 and Cantons at $585 have not moved.

Shipping.—Douglas Steamships are on offer at $64 and Hongkong, Canton and Macao Steamboats at $43. Deferred Indos at $221 and Star Ferries at $53 are nominal.

Refineries.—China Sugars were booked in the early part of the week at $239, but have since weakened and at the close buyers only offer $235. Malaboas are obtainable at $64.

Dock, Wharves and Godowns.—Hongkong and Kowloon Wharves have declined to $170. Hongkong and Whampoa Docks have come to business at the reduced price of $160. Shanghai Docks after changing hands at Tls. 105, close easier with sellers at Tls. 103. New Engineerings are offered at Tls. 9. Hongkew Wharves have lapsed to a nominal quotation of Tls. 210.

Lands, Hotels and Buildings.—Hongkong Lands were dealt in at $400 early in the week, but have since receded to $390. Humphreys Estates have been bought to some extent up to $26.60, but are now to be had below that rate. Kowloon Lands are wanted at $77. Hongkong Hotels are on offer at $29 and $28.85 for the Old and New shares respectively. Central Estates at $460 and Land Reclamations at $103 are nominal.

Oils and Mining.—Langkats have further strengthened with sales made up to Tls. 33. Raubs have again come to business at $7½, but the demand has since slackened. Kailans at 53/6, Tronohs at 28/- and Benguets at P.3½ are saleable at quotations. Shell Transports have weakened and shares are obtainable locally slightly below 85/-.

Electric Companies.—A spasmodic enquiry for China Lights has lifted the price to $15 and $14.85 for the Old and New shares respectively. Hongkong Electrics have further declined with sales made down to $30. Hongkong Trams have been placed at $23. Macao Electrics have lapsed to a nominal quotation of $38½.

Cotton Mills.—Ewos have been negotiated to a fair extent at Tls. 14½ to Tls. 14¾. Shanghai Cottons are enquired for at Tls. 97 after sales at Tls. 99. Orientals have been done at Tls. 5.70 but close with sellers at this rate.

Miscellaneous.—China Providents have appreciated to $26. Green Island Cements after weakening to $27 have again come into favour and are wanted at the close at $27½. Hongkong Ropes have been taken off the market at $42. Lane Crawfords have been put through at $18 and more could be placed at this figure. Engineering Constructions have been sold at $7.80 cum the 2nd call of $2.50. Hongkong and Kowloon Taxies have changed hands at $3½. Steel Foundries have firmed to $12½. Hongkong Realtys have been bought at $2½ and continue in request. There are buyers of Dairy Farms at $25½. Peak Trams at $11½, Union Waterboats at $173½, Watsons at $18, Wm. Powells at $25, and Canton Ices at $9.80.

Forward Settlement Days.—28th May (Monday), 26th June (Tuesday), and 27th July (Friday), 1923.

Exchange.—The T.T. selling rate on London to-day is 2/4¾ and on Shanghai 73¾.

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HONGKONG SHARE MARKET.

CLOSING QUOTATIONS.

MAY 18th, 1923.

Hongkong and Shanghai Banks	$	1,015 sa.
Union Insurances	$	235 b.
Douglas Steamships	$	64 s.
China Sugars	$	235 b.
Langkats (Combined)	Tls.	32 nom.
Kowloon Wharves	$	170 nom.
Whampoa Docks	$	161 s
Shanghai Docks	Tls.	103 s.
New Engineerings	Tls.	9 s.
Hongkong Lands	$	387 s.
Hongkong Hotels	$	29 s.
Humphreys Estates	$	26½ b.
Ewo Cotton Mills	Tls.	14½ s.
Orientals	Tls.	5½ sa. ex. rts.
Cements	$	27¾ b.
Hongkong Ropes	$	42 b.
China Provideuts	$	26 b.
Watsons	$	18½ sa.
Hongkong Electrics	$	30½ b.
Hongkong Trams	$	23 sa

b—buyers: *s*—sellers; *sa*—sales.
n—nominal.

"FOR THE BUSY READER."

The *New York Herald* introduced an innovation on April 10th by including in the regular edition a miniature newspaper with the news "condensed for the busy reader."

The items were grouped under the heads, City, State, Washington, and Foreign News. The condensed newspaper has five columns compressed into the space of four ordinary columns, and is surrounded, except at the top, by classified advertisements. There are no editorial articles. It is asserted that the news it contains can be read in ten minutes.

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5.—Historical, Geological, and Scientific proofs of the Bible Record of "Eden" and the "Flood" ... $2.00.
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11.—Solution of Easter Island Mystery ... $2.40.
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THE BANDIT OUTRAGE IN SHANTUNG.

NORTHERN NEWSPAPER COMMENT.

The following are comments by Northern Newspapers on the outrages:—

REAL RETRIBUTION NEEDED.

From *Peking and Tientsin Times* (British):—

There has got to be real retribution for this terrible affair at Lincheng and its dreadful after-math, the torture and confinement in the most primitive conditions of scores of men and women. The Chinese have got to be made to realize the enormity of this occurrence. Unless the Chinese authorities show by their conduct in this matter that they are determined to satisfy foreign opinion, and what is more, do indeed satisfy it, there will be a united demand among all foreigners in China for protection by their own troops. Things cannot be allowed to drag on as they have been doing of late, without the provision of more adequate safeguards, and if we cannot get them from the Chinese we shall have to get them from our own governments.

MISGUIDED PATRONAGE.

From the *N.C. Star* (American):—

The humiliation that is being experienced is the humiliation of foreigners before the grinning cynicism of the great Tuchuns, who send their troops of the north for nothing at all, leaving their own provinces at the mercy of shrieking hordes of cut throats and murderers. The humiliation is that of foreign ladies turned out of their berths in their night-dresses and made to tramp barefoot across country till they drop from exhaustion. For this climax the misguided suavity of the American Government and their sickening patronage of the Chinese for purely political purposes are in large part responsible.

ENEMIES OF MANKIND.

From the *N.-C. Star* (British):—

The bandits are numerous and the territory over which they roam is vast, but the time has come when every known means, aeroplanes, tanks and wireless, with foreign aid if necessary, should be used to round them up and break them up. Like pirates on the sea they must be treated as the enemies of mankind, and their punishment should be made an international duty. But even worse than the bandits themselves are those who may be using them for political or other purposes. If there are such, and rumours at least say there are, they should be found out, publicly exposed and punished as traitors.

NO BULLYING.

From the *Peking Leader* (Chinese):—

It should be remembered, particularly by foreigners, that this incident is no more the result of the considered wishes of either the Chinese people or the Chinese Government than were certain other events during the last nine months. Due recompense for what has happened should be asked, as well as adequate protection against similar incidents in the future. But there must be no bullying presentation of "demands" or table-thumping insistance on foreign "right"—and no resolutions by foreign commercial or other bodies calling for such actions. A careful investigation should be made, and then a statement prepared of what the Legations involved consider it fair that the Chinese Government should do. There should be firmness. But there also should be dignity and courtesy.

THE PENALTY FOR LINCHENG.

From the *N.-C. Daily News* (Shanghai):—

The Lincheng outrage may yet prove a blessing in disguise. It will have been bought at the cost of much loss and suffering, even of death, on the part of many foreigners and Chinese. But, speaking for those foreigners, we are sure that they will not grudge that price if, in return, this most unhappy country may thereby win back to peace and ordered government. For at this juncture, the foreign community, deeply and justly incensed as they are, have no merely selfish aims in exacting reparation. For every foreigner that has suffered loss and indignity at the hands of outlaws during the past two years, there are ten thousand Chinese, men, women and children: and to these nameless victims we foreigners have a direct responsibility not only in the present affair but for others like it in the past. China would not have come to her present chaotic state, if the Powers had not tamely submitted to the innumerable breaches of treaty, insolent disregard of all undertakings and destruction of property that are now almost of weekly occurrence. They have trifled with China in the spirit of the sugared delusions of Washington, until her military barons naturally concluded that they might do as they pleased with impunity. That is the idea which has to be knocked out of their heads and no one will be better pleased to see it done than the Chinese people.

RESPONSIBILITY OF THE TUCHANS.

From the *Peking Daily News* (Chinese):

Does any person entertain any doubt about the direct cause of this dastardly outrage on the security of life and property, on the security of rapid communication between Peking and Shanghai, and on the progress of railway development in China? Militarism has a lot to answer for in the unhappiness of this country, and militarism is here again the guilty miscreant. For it is the militarists, with all their talk of disbandment and troop supervision, who will have to account for this latest outrage. Give a man a rope long enough and, it is said, he will hang himself. Is it too sanguine to hope that the thunderbolt thus launched near Lincheng will prove the beginning of militarism's death-knell? While the Chihli leaders are supposedly preparing against surprises by Fengtien troops, the provinces within their domain are infested with bandits. Where is the sense of proportion of those who set up to protect the country and labour for the welfare of the Republic? Charity begins at home, and who does not play for safety first? Yet, those who ought to devote their time energies to the preservation of law and order within their immediate jurisdiction by exterminating the bandits and soldiers-brigands in their own provinces choose to fritter their resources and embark on expeditions into regions beyond their control. Unless, therefore, the military leaders concerned will adopt a complete change of tactics and effectually stamp out banditry within their provinces, as well as effectively disband their superfluous troops, the menace of brigandage will not be suppressed. In the circumstances the duty of the Government is clear as daylight. Let the Government not shirk its obligation or prove an imbecile in the emergency.

INTERNATIONAL CONTROL THE REMEDY.

The *Manila Times* (American) says:—

This is not the time for giving voice to passion. Neither is it time for slushy sentimentalism. Whether or not the Peking Government has the best of intentions toward foreigners within her borders, and would like to protect them, the fact remains that the Peking Government can *not* protect them. The Government is powerless to control the "generals" and bandit troops of the land. The best elements among the Chinese themselves would welcome outside control of a situation which the Chinese cannot control. This control should be exercised for the peace of the country only, and not for any territorial gains by any nation or nations. The weakness of the statement accredited to President Harding causes one to wonder if all good red American blood has departed from official Washington, never to return. The sentiments quoted in the White House statement yesterday gives one the cold shivers. They are so futile, so hopelessly white-livered, so abominably un-American, not to say inhuman, that it *is difficult* to believe them authentic. The dilly-dally policy of playing with high sounding words instead of using strong-handed action, introduced into American foreign policy during the Taft administration, has apparently come to stay. There seems to be no hope of speedy action such as characterized our early administrations when the safety of American citizens was jeopardized.

NEED OF A REORGANISED POLICE SYSTEM.

From the *Far Eastern Times* (British):—The Lincheng incident suggests a good many reflections, the first of course being the enquiry what is to be done to make such incidents impossible in the future. . . . Everybody who has travelled on the Chinese railways knows that, short of danger to life and property, there are very serious deficiencies in the detailed management of the lines. It would be difficult to name a line in the country, except lines directly under foreign control, on which there are not swarms of soldiers travelling without paying any fare, without any consideration for the rights of those who have paid their fares, and in defiance of every elementary principle of hygiene. These soldier-swarms are but one aspect of the fact that there is no strong force available for the enforcement of the rules and regulations by which the traffic is supposed to be governed. The present railway police are quite inadequate to their task. A much more energetic and powerful force is needed. A railway policeman, called upon to order a ticketless soldier from a train, merely shrugs his shoulders and passes on. He has neither the force himself, nor the backing from others, that will enable him to do his duty. He knows this; the soldier knows this; everybody knows it. That, however, is but a mild instance. Tuchuns and their lieutenants do on a big scale what the private soldier does on a small. He unlawfully occupies one seat; they equally unlawfully commandeer whole trains and dozens of trains. The only remedy for this, and for such incidents as the Lincheng incident, is a very powerful semi-military organization, superseding the present wasteful railway police system, and backed with sufficient power to make each member of it think it worth while to do his duty. Such a force, trained on the lines of the Peking Pao An Tui and enjoying the same sort of discipline, officered if necessary by foreign officers, would revolutionize railway travel in China within three months; and possibly be able to make it impossible for any Tuchun to convert the railway nearest him into a mere weapon of war. Something of this sort must be done and done quickly, or the very unpleasant alternative of a demand from the foreign Powers concerned for the right to police the foreign-interest line with foreign troops will present itself. It may come to that even yet; for foreign patience is rapidly being exhausted. Every incident such as the Lincheng incident, every commandeering of rolling stock, every seizure of railway property, all these reduce the value of railway shares: and the foreign Powers will not stand idly by and see the sacrosanctity of the railway shareholders' purse violated too outrageously.

THE TALES OF A CAPTAIN.

GLEANINGS ABOARD INDO-CHINA STEAMER.

Albert R. Carman, owner and at one time editor of the *Montreal Daily Star*, who recently visited the Far East has written the following article concerning a well-known Indo-China skipper:—

Some one spoke of the Dalai Lama.

"Yes," said the Captain, "he was a very able man. We had him on this ship when the British Government compelled him to 'cross the black water'—a deadly punishment for a priest of his persuasion—and go to Hongkong to make his submission after the Younghusband affair. He knew no English when he came on board, and, of course, I know no Thibetan, but we were able to communicate before he left us."

"Wait till I show you," went on the Captain, "the diagram he drew for me to explain the theory of re-incarnation," and he rushed into his cabin to get it. The diagram proved to be a series of deep identations something like the crenellations on the top of a mediaeval wall. The Dalai Lama had said that each of our incarnations was spent at the bottom of one of these identations where the soul could see the heavens overhead but could not catch even a glimpse of its other incarnations.

An ingenious illustration of a theory which looks less fantastic if you will regard it broadly as an attempt to answer the problem of the origin of life. Our answer is, of course, "a special and individual creation out of nothing," precisely as we were used to answer in the same way the problem of the origin of the material universe. Lately, however, our scientific philosophers have been putting forward the theory that the material universe was not "created" at all, but was and is eternal, indestructible, though it changes its form from aeon to aeon. The Buddhist goes a step farther and says that individual life is also very long, if not eternal, extending backwards as well as forwards, and that it, too, changes its form.

PIRACY.

Another day we were talking of piracy—those long, indolent, smooth, sunny days on the Bay of Bengal. The stout little *Lai Sang* ploughed steadily ahead with a cool breeze under her awnings, and there was no one on board save ourselves and the sick and tired missionary family returning home to America from the wild foothills of the Himalayas—except for a mysterious world of some four hundred native passengers who slept and gambled and cooked their food on the open decks below us. It was like a private yacht "top-side," and the Captain would come down from the bridge and lie prone on his deck chair and yarn of the adventures of a lifetime spent sailing those Eastern waters—waters where "the flying fish" literally play by the thousands and romance seems always lurking beneath every strange sail.

"Yes," he said, "piracy is still common along the China Coast where we will be in a few days." There was no danger for us because pirates did not know how to navigate a sea-going ship and never wasted their time capturing one, but they held up coasters and river-boats frequently.

"Why do not the British at Hongkong put it down." I asked. "Impossible," he said, "the coast is full of bays and inlets into which they can run and plunder the ship and its passengers, and then disappear inland. We could not follow them. All we can do is to negotiate with the most powerful of the local rulers and ransom any British subjects who may be carried off, and then insist on our passenger boats taking what precautions they can."

It seemed like a tall story—piracy in these modern times and almost under the guns of Hongkong. But the very day we sailed up through the maze of rocky islands that dot the sea-highway from the south to Hongkong and entered her magnificent harbour, the regular passenger steamer from Hongkong to Macao (one of the most popular tourist side-trips) was actually pirated on its outward trip and several people killed and this in spite of an armed guard on board to prevent precisely such a thing. The pirating was done by a gang which had shipped on board as passengers. The feminists will be delighted to learn that they were led by a woman! It is one of the duties of the Captains of these Macao steamers to be chatty and affable with the passengers. On this trip the captain found it very easy to be chatty and affable with a charming Chinese lady in silk trousers who was making the journey; but as they neared the coast and were passing a tempting inlet, the Chinese lady suddenly thrust a revolver against his breast and blew a whistle as a signal for her band to begin operations. The affable captain was still in the hospital when we left, but the silk trousered lady and her piratical friends had vanished utterly into the swarming population of Southern China.

After that I had less difficulty in believing, in retrospect, the captain's pirate tales.

TYPHOONS.

And these are typhoon waters. The captain had been through several, including that famous one that hit Hongkong, lifted sailing ships bodily up on the Bund and uprooted houses along the slopes of the Peak. One typhoon caught him suddenly on deck, and the force of the wind immediately pinned him back against the rail so that he could not move hand or foot. Slowly he managed to wriggle to a gap giving on the lower deck and so literally to fall into the cock-pit, where he took stock of his condition and found that all his outer clothes had been torn from him by the force of the wind, including one of his boots.

Sailors think that some men are more likely to attract typhoons than others. There is one man here called "Typhoon Bill," he has been in so many; and it is very difficult for him to get a job. He is like a man I just heard of who turned up during the latter days of the war seeking a berth as Quartermaster, with four U-Boat stripes on his arm. You would think that he would be hailed at once as a hero and martyr, and given the best job going; but no! Everybody was afraid to employ him for fear "being torpedoed," had become a habit with him.

It is now known that Benjamin, the Metropolitan Archbishop of Petrograd, who was sentenced to death a year ago, was murdered in the "blood cellar" of the Che-Ka.

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INTERPORT CRICKET.

YESTERDAY'S NEWS FROM SHANGHAI.

FURTHER DETAILS OF HONGKONG'S FIRST INNINGS.

Further details were to hand yesterday morning of Hongkong's first innings which, as stated in our yesterday's issue, totalled 332—a score which almost equalled the Shanghai first innings score of 351. Looking at the individual scores of the Hongkong men, one is struck with the good all round scoring. Eight of the eleven went into double figures and the notable feature is that the tail wagged in a most effective and most unexpected way. It was not anticipated that Wild and Dods would make many runs, but they have done, and in the first innings they have to be thanked—together with G. R. Sayer—for being mainly responsible for Hongkong's splendid score. Wild in his first interport match, has something to be proud of. He headed the score for his side with 83, and then had the misfortune to be run out. Sayer was a good second best with 57. He is, as a rule, very nervous in the opening stages of his batting, but once over the "preliminaries, he is good for a big score. Dods—the only military representative with the side—also contributed a very useful 43 whilst Rumjahn, Quick, Owen Hughes, Omar and Davies between them helped things along in a most encouraging manner. Shanghai was hard put to it in securing the ten wickets and tried no fewer than seven bowlers, Quayle being the most successful with six wickets for 70 runs. Isaacs clean bowled two—Rumjahn and Owen Hughes—and the other trundlers who met with no success were: Allison, Peck, Leach, Hansell and the veteran—Capt. Barrett.

ANOTHER BIG SCORE BY SHANGHAI.

255 IN SECOND INNINGS.

Late yesterday afternoon the news was received at the Cricket Club that Shanghai compiled 255 in their second innings. They were all out by the tiffin interval. Thus yesterday afternoon Hongkong was faced with the task of getting 275 to win. Whether they will do it or not remains to be seen, but the general opinion at the Club was one of grave doubt; several were full of hope that our men might be able to force a draw. With few remaining hours for play they may be able to keep the Shanghai bowlers off until stumps are drawn. After two strenuous days' play, our men were probably not feeling so fresh as they were in the first innings and then again they would have to contend with a well-worn pitch.

Shanghai's second innings scores seem to indicate varied luck. True, three of their players made big scores—Hayward (51), Quayle (64) and Leach (68)—but Ollerdessen, Claxton, Barrett and Mariel did nothing remarkable. Barrett, who made 60 in the first innings had the misfortune to be run out after scoring 2 and Muriel, with 89 to his credit in the first innings, made only 1 in the second. Ollerdessen made 1 in contrast with 96 in the first innings.

Owen Hughes heads the bowling again for Hongkong, having taken six wickets for 74, which is a sound performance. Sayer took a turn with the bowling in this innings and secured two wickets for 23 runs.

HONGKONG'S GREAT EFFORT.

FIVE FOR 185; 90 REQUIRED TO WIN.

Hongkong is putting up a great struggle for victory. According to last night's cable to the Hongkong Cricket Club they had scored 185 runs for the loss of five wickets in their second innings. Presumably this was the score when stumps were drawn for the cable ends up by stating "continuing to-morrow, fighting hard." A Reuter's cable received about the same time places the score at 195, ten more than the cable to the Club, but for the present until further details are to hand it is best to take the lowest score, which leaves Hongkong 90 to win.

Judging by the figures to hand there are prospects of a very exciting finish. Pearce is still going strong and when stumps were drawn he had made 81 not out. Wild, who knocked up a fine score in the first innings, is also at the wickets and he has knocked up 21 not out. If this partnership has any luck to-day the prospects of bringing the Interport honours back to Hongkong will be very rosy. G. R. Sayer went out early on after scoring 7, but Rumjahn added a very useful 38. Quick and Owen Hughes were out for small scores,—6 and 0 respectively, whilst A. E. Wood made 28.

The remaining men to bat are N. M. Omar, E. D. S. Dods, F. N. Young and L. J. Davies. Of these four Dods put up a good round score in the first innings and both he and Omar should, if they get set help things along. Davies—a real hard slogger—can also do well in a tight corner. But much depends on the partnership of Pearce and Wild.

The match to-day will be resumed at noon and the results will be looked for with great keenness in Hongkong.

Scores:—

SHANGHAI.

1st Innings.

H. Ollerdessen, b Young	96
A. A. Claxton, c Owen Hughes, b Quick	29
Capt. Barrett, c Wood, b Owen Hughes	60
H. E. Muriel	89
J. A. Quayle	0
A. W. Hayward	3
D. W. Leach	3
W. N. Hansell, c and b Owen Hughes	17
H. W. Allison	0
H. C. B. Peck, c Rumjahn, b Owen Hughes	42
S. Isaacs	2
Extras	10
Total	351

Bowling Analysis.

	R.	W.
F. N. Young	83	2
H. Owen Hughes	92	4
E. K. Quick	74	1
N. M. Omar	74	2

HONGKONG.

1st Innings.

T. E. Pearce, b Quayle	5
A. A. Rumjahn, b Isaacs	21
Rev. E. K. Quick, b Quayle	21
G. R. Sayer, c Claxton, b Quayle	57
H. Owen Hughes, b Isaacs	30
A. E. Wood, run out	0
R. H. Wild, run out	83
E. R. S. Dods, b Quayle	43
N. M. Omar, not out	14
L. J. Davies, b Quayle	16
F. N. Young, b Quayle	2
Extras	40
Total	332

Bowling Analysis.

	R.	W.
J. A. Quayle	70	6
S. Isaacs	59	2
H. W. Allison	39	0
H. C. B. Peck	24	0
D. W. Leach	55	0
W. N. Hansell	30	0
Capt. Barrett	15	0

SHANGHAI.

2nd Innings.

H. Ollerdessen, st. Davies, b Quick	1
A. A. Claxton, c Quick, b Owen Hughes	12
A. W. Hayward, c and b Owen Hughes	51
Capt. Barrett, run out	2
H. E. Muriel, b Owen Hughes	1
J. A. Quayle, c Dods, b Sayer	84
D. W. Leach, c Davies, b Sayer	68
W. N. Hansell, not out	19
H. W. Allison, st. Davies, b Owen Hughes	10
H. C. B. Peck, b Owen Hughes	0
S. Isaac, c Young, b Owen Hughes	2
Extras	6
Total	255

Bowling Analysis.

	R.	W.
Young	61	0
Quick	84	1
Owen Hughes	74	6
Omar	7	0
Sayer	23	2

HONGKONG.

2nd Innings.

T. E. Pearce, not out	81
G. R. Sayer	7
A. A. Rumjahn	38
E. K. Quick	6
H. Owen Hughes	0
A. E. Wood	28
R. H. Wild, not out	21
Extras	4
Total	185

REVOLVER IN A TEA POT.

A dusty old tea-pot, antique in shape and colouring, found its way to the Magistracy yesterday afternoon, to be used—not for the purpose of serving out afternoon tea for his Worship (Mr. J. R. Wood) but as an exhibit in an arms case. In its prime it must have served out many gallons of the national beverage for Chinese, but now, in its old age, its legitimate purpose had been abandoned, for when it came into the hands of Inspector Murphy of Yaumati, it was affording shelter for a deadly-looking revolver with the necessary five rounds of ammunition all complete.

Such an antique would have been looked upon with pride on any European's sideboard, but, as if ashamed of the nefarious purpose for which it was being used, it was found hidden from the light of day underneath a bed—dusty and apparently neglected. Even the two men in the dock would have nothing to do with it. They both denied possession of the tea-pot and the revolver. Inspector Murphy said that when the two men were arrested at No. 31, Portland Street, they offered no resistance.

Mr. Wood did not think the evidence sufficient to convict and discharged the two men. He ordered the confiscation of the revolver, but as regards the old tea-pot, nothing was said. When last seen this curio was being admired by police officers in the store-room at the Central Police Station.

CORRESPONDENCE.

BROADCASTING IN HONGKONG.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR:—A report of the meeting held in the City Hall for the purpose of starting a radio club stated that a local gentleman advocated that the proposed club should do its own broadcasting. This suggestion deserves more attention than it appears to have received. There is absolutely no reason why the members should not have a broadcasting set the cost of which will be considerably less than is supposed necessary by the average student of radio.

As in Shanghai and other places it will be found that in many cases artists, amateur and professional, will gladly give their services for broadcasting without charge. Furthermore, local phonograph firms will furnish their best talking machines for the benefit of the advertising obtained. Apart from the foregoing, no difficulty should be experienced in "picking-up" songs, music, etc., from Manila and Shanghai, atmospheric conditions being normal and the equipment used being even of a fair make.

The radio public are naturally interested in obtaining the benefits of broadcasting for Hongkong, though they are certainly not ready to approve that the broadcasting company obtain a percentage of profit for each set sold in Hongkong, irrespective of whether sold by the firm doing the broadcasting or by other firms. It is good to know that at least one local firm is willing to broadcast without any impositions such as royalties. It seems to be taken for granted that a royalty on all sets imported will be imposed, though no official statement to this effect has appeared nor has the Government indicated in any way that it is the intention to require a royalty.

The Government, once the way is clear, will no doubt do the utmost possible to benefit local experimentors and to help bring the efficiency of the latter to as high a pitch as possible. It is understood that this object will not be gained by charging local importers a fee on parts or sets imported, because such an action would only result in that extra expense being added, in proportion, to the C.I.F. charges of the imported equipment so that the public would have to pay in the long run. The Authorities have sufficient source of revenue without making another out of sets imported for the use of amateurs.

It appears that several requests for permission to transmit have been already sent in, and so it seems that the Authorities would show their impartial standing by giving firms a transmission permit in the order of priority that is; offer the firm which first requested a permit for broadcasting the opportunity to do so, and if not accepted then offer to the other applicants in turn.

At the City Hall a suggestion was made that no person interested in the sale of radio apparatus should be invited to take official position. The proposition was not seconded and perhaps as well. We may take it for granted that many of those who were elected received that honour in view of their having a better knowledge of radio than the majority. As to the fear responsible for the proposition referred to we may safely leave it to the officials to discharge their functions purely for the pleasure always derived from service well done.

There are doubtless other firms that have been waiting for permission to broadcast after receipt of which the favoured firm will commence operations. These firms realize that the cost of broadcasting will be more than offset by the profits derived from the sale of their sets, as naturally the public will give that firm the preference, other things being equal, which proves the efficiency of its apparatus by broadcasting. The public understands that the quality differs according to the price and that while a valve set costs *more than a crystal one it is well worth* the extra expense.

In conclusion it may be taken for granted that the Government does not desire to delay the operation of efficient broadcasting longer then is necessary. Benefit can be obtained by a knowledge of the experience gained from mistakes made at Home and in other countries and until the authorities obtain definite information upon this matter our local experts could form a committee which might do worse than offer the results of its collective deliberation to the Government.—Yours truly,

"VALVE."

BAD SMELLS IN THE CITY.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—I would like to draw the attention of the Public Health authorities through the medium of your paper, to the number of bad smells which for the last week or so have polluted the atmosphere of the principal streets of the City. The odours which greet one's nostrils in Ice House Street (particularly in the section between the Praya and Des Vœux Road Central), in Flower Street and in certain parts of Queen's Road Central are, to say the least, extremely unpleasant as well as unhealthy. Salisbury Road on the Kowloon side is distinguished in the same way. Whether the present climatic conditions have anything to do with this I do not know, but it is certainly a very important matter which our Sanitary Department Officials should set themselves to remedy at the earliest possible moment.

According to yesterday's *Daily Press* the number of reported cases of plague and small-pox this year have been extremely low in comparison to last, but if these horrible stenches are not stopped we are likely to get all sorts of diseases which arise from bad smells.—Yours,

SANITAS.

[The heavy rainfall on Thursday night has doubtless done much to mitigate the nuisance, which owes its origin to the unusually dry weather we have been having.—ED.]

THE RUBBER REVERSE.

STRAITS VIEWS ON THE SLUMP.

A Penang opinion on the rubber reverse is that it will be of short duration. It is attributed to "an attempt at bluff by American speculators."

Messrs. Barlow & Co., of Singapore, in their report on the Rubber Market, dated May 10th, state:—During the past week prices have fallen away considerably, and yesterday's cable quoting London down 1½d. per lb., caused a further heavy setback here. One of the principal reasons for present prices is undoubtedly due to the heavy shipments from the East. The local auction, which was held yesterday, was somewhat smaller, only 361 tons being catalogued, against 545 tons the previous week."

Messrs. Lewis and Peats Report, of the same date, states:—"Since our last report there has been almost a panic in the London Market followed by a severe set back in Singapore. The chief cause of the debacle was undoubtedly the April shipment figures showing no reduction on previous heavy totals, another factor being the failure in London of a firm of dealers who left somewhere about 1,800 tons of rubber principally C.I.F. New York contracts to be liquidated. The London Speculators helped by the New York attitude commenced selling and at one time at any price. Naturally our Market here followed and stale Bulls have been liquidating their holdings, but no doubt the lowest prices registered here were not justified. A great feature of the position is the lowness at the present moment of stocks in Singapore, and indications lead one to believe that they are below any figures ruling for a very long time. Another feature resulting from the above is the strong demand for Spot and May June and operators are finding it most difficult to purchase. It is safe we think to say that a dangerous period has been passed and with a genuine tightening up of the Restriction Scheme and a stoppage of unauthorised export, a lower range of prices is not at all probable. On the contrary if operators are as short as they are said to be in London and here, slightly higher prices can be looked for, always provided the May shipments shew a respectable reduction over April.

RAILWAY STRIKE IN JAVA.

GOVERNMENT HAVE SITUATION IN HAND.

BATAVIA, May 11th.

The general railway strike has greatly extended throughout East Java. The trains are all manned by European employés and guarded by armed military. They are running normally, however, except some of the goods trains.

The most important railway centres are occupied by armed police and military.

The strike seems to be slowly extending to West Java. Batavia is all quiet.

At Soerabaya there have been several acts of sabotage, telegraphs lines being cut.

The Semarang chauffeurs have proclaimed a sympathy strike.

The Government are taking special measures, the situation is well in hand and there is no particular danger.—*Aneta Service.*

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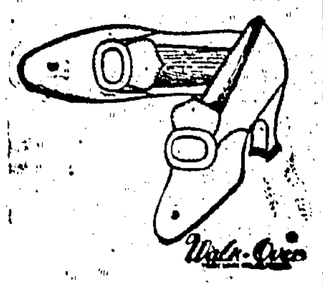

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IN THE SUPREME COURT OF HONGKONG.

COMPANIES WINDING UP.

No. 2 of 1923.

IN THE MATTER of the COMPANIES ORDINANCES 1911 to 1921.

Re REISS BROTHERS, LTD.

WINDING UP ORDER made the 17TH DAY OF MAY, 1923.

HUGH A. NISBET,
Official Receiver and Provisional Liquidator. [857

THE "STAR" FERRY CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the TWENTY-FIFTH ORDINARY ANNUAL MEETING of this Company will be held at the Offices of Messrs. JARDINE, MATHESON & Co., LTD., on THURSDAY, the 31ST MAY, 1923, at NOON, for the purpose of receiving the Report of the Directors together with a Statement of Accounts to April 30th, 1923.

The REGISTER of SHARES of the Company will be CLOSED from Friday, the 25th May, 1923, to Thursday, the 31st May, 1923, both Days Inclusive.

By Order of the Board of Directors,
W. S. BROWN,
Secretary.

Hongkong, May 18th, 1923. [852

TO LET ON BRITISH CONCESSION, SHAMEEN, CANTON.

ONE LARGE MODERN OFFICE ROOM, situated CENTRAL AVENUE.

Area: approx. 1,270 Sq. ft.

ONE GODOWN, Area: 3,500 Sq. ft.

Address: Replies Box No. 4444,
855] c/o *Hongkong Daily Press.*

OFFICE WANTED.

ONE LARGE ROOM or TWO SMALLER ROOMS, preferably on Ground or First Floor, in Centre of City, Required, as Offices about June.

Write "Z," *Daily Press.*

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "MYRMIDON" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 18th May.

Optional Cargo will be landed, unless notice has been given prior to Steamer's arrival.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered, after the 24th May, will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 7th June, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 18th May, 1923. [853

THE HONGKONG SMALL INVESTORS' SHARE AND REAL ESTATE CO.

No. 8, Des Vœux Road. Telephone No. C. 4306.

BUYERS of CANTON INSURANCES.
CHINA LIGHTS.
HONGKONG TRAMWAYS.
HUMPHREYS' ESTATES.
PEAK TRAMWAYS.
STAR FERRIES.

SELLERS of COLONIAL DISPENSARIES.
HONGKONG REALTIES. [697

ALEXANDER SKLAREVSKI
(WORLD FAMOUS PIANIST)
Will give His
FAREWELL RECITAL
at the
CITY HALL,
on TUESDAY, 22ND MAY,
at 5.30 P.M.

TICKETS AT MOUTRIE'S
or at the Door.

PRICE ... ... $3 AND $2. [831

INTIMATIONS

BANK HOLIDAYS.

IN accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, the 21st INSTANT.

Hongkong, 16th May, 1923. [848

THE HONGKONG JOCKEY CLUB.

THE THIRD GYMKHANA is fixed for SATURDAY, JUNE 2nd, 1923. Draft Programmes and Entry Forms may be obtained at the Race Course, Hongkong Club and Causeway Bay Stables.

Entries Close Saturday, 19th May, 1923. [834

PEAK TRAMWAYS COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the ANNUAL ORDINARY GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the HONGKONG HOTEL, Hongkong, on WEDNESDAY, the 23RD MAY, 1923, at 11.00 A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April, 1923.

The TRANSFER BOOKS of the Company will be CLOSED from Friday, the 18th May, to Thursday, 24th May, 1923, both days inclusive.

PEAK TRAMWAYS CO., LTD.,
JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 15th May, 1923. [841

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTIETH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, UNION BUILDING, Hongkong, on FRIDAY, 25th MAY, 1923, at NOON, for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1922, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from 11th May to 25th May, both days inclusive.

By Order of the Board,
PAUL LAUDER,
Acting General Manager.

Hongkong, 4th May, 1923. [798

BRITISH TRADERS' INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-SEVENTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, UNION BUILDING, Hongkong, on FRIDAY, 25th MAY, 1923, at 12.15 P.M., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1922, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from 11th May to 25th May, both days inclusive.

By Order of the Board,
PAUL LAUDER,
Acting General Manager.

Hongkong, 4th May, 1923. [799

THE CHINA FIRE INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-FOURTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, UNION BUILDING, Hongkong, on FRIDAY, 25th MAY, 1923, at 12.20 P.M., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1922, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from 11th May to 25th May, both days inclusive.

By Order of the Board,
PAUL LAUDER,
Acting General Manager.

Hongkong, 4th May, 1923. [800

G E.

NOTICE.

THE Public are hereby informed that JACKSON ROAD between QUEEN'S ROAD CENTRAL and DES VŒUX ROAD CENTRAL will be CLOSED to VEHICLE TRAFFIC from FRIDAY, 18TH INST., until further Notice.

E. D. C. WOLFE,
Captain Superintendent of Police.

17th May, 1923. [851

HONGKONG WAR MEMORIAL.

UNVEILING THE CENOTAPH,
5.30 P.M., 24TH MAY, 1923.

SUBSCRIBERS should apply for Tickets as soon as possible to Mr. J. THAYER, c/o Messrs. Butterfield & Swire, or to Mr. W. GALLOWAY, c/o Messrs Jardine, Matheson & Co., Ltd.

Tickets will be distributed through Naval and Military Autorities, British Legion, Esmas Club, Harbour Office (for Mercantile Marine Officers & Engineers) and Central Police Station.

Other Sections of the Community may obtain Tickets in the Entrance to the City Hall on Saturday, Tuesday and Wednesday, 19th 22nd and 23rd May, between the Hours of 10 A.M. and NOON.

Each Ticket admits One Person.

There will be no charge for admission to the Stands. [852

PUBLISHED TO-DAY

HONGKONG WEEKLY PRESS.

CONTAINING ALL THE WEEKS LOCAL NEWS.

The Paper to send Home.

INTIMATIONS

PARTICULARS
of
VALUABLE LEASEHOLD PROPERTY
Situate
No. 13, WING HING STREET,
VICTORIA, HONGKONG,
To be Sold by Order of the Mortgagee
By
PUBLIC AUCTION,
IN ONE LOT
On
THURSDAY,
The 14TH DAY of JUNE, 1923, at 3 o'CLOCK P.M.
By
Messrs. LAMMERT BROTHERS
AT THEIR OFFICE, DUDDELL STREET.

THE Property consists of First ALL THAT piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION A of INLAND LOT No. 2166 together with the messuages erections or buildings thereon now known as No. 13, Wing Hing Street and Secondly ALL THAT strip of land at the rear of the said Section A of Inland Lot No. 2166 being a scavenging lane. All of which premises are held for the residue of the term of 75 years from the 15th day of May, 1916, created by the Crown Lease thereof together with the valuable machinery now situate in or upon the said premises and at No. 1 Gordon Street.

Particulars and Conditions of sale may be obtained from

Messrs. HASTINGS & HASTINGS
Solicitors,
8, Des Vœux Road Central.
and
Messrs. LAMMERT BROTHERS
1237] Auctioneers

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "PHEMIUS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 16th May.

Optional cargo will be landed, unless notice has been given prior to Steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claims will be admitted after the goods have left the Steamer's Godown, and all Goods remaining undelivered after the 22nd May, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 5th June, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 15th May, 1923. [847

TO LET.

OFFICES in UNION BUILDING—Four Rooms on Fifth Floor.

Apply
UNION INSURANCE SOCIETY OF CANTON, LTD. [169

TO LET.

SEVEN-ROOMED DETACHED HOUSE with Tennis Lawn and Garage for Two Cars.

Apply to—
PERCY SMITH, SETH & FLEMING. [652

PREPAID "WANTED" ADVERTISEMENTS

☞ Letters are lying at this Office for Boxes—XE, XL, XM.

TO LET.—EIGHT ROOMED HOUSE with Outhouses and Kitchen, British Concession, Shameen. Apply E. R. MOGRA, Shameen, Canton. [80

WANTED by Married Couple, no Children, a Furnished or Partly Furnished HOUSE or FLAT at Peak or Lower Level. Apply Box No. X.M., c/o *Daily Press* Office. [52

WANTED.—One or Two Good CHINESE ARCHITECTURAL DRAUGHTSMEN. Applicant to forward Samples of Draughting and applications by Letter only to the HONGKONG REALTY AND TRUST CO., LTD., Powell's Building, Des Vœux Road Central. [78

TO LET—Unfurnished, 8 Roomed HOUSE with Tennis Court, THE PEAK, Beautiful situation, 5 minutes from Tram Terminus, One Year or Longer. Apply Box X.N., c/o *Daily Press* Office. [83

KRYPTOK LENSES

are conceded to be one of the very best forms of bifocal lenses. The bifocal segment is ground and fused into the distant lens making the product practically one piece of glass. The segments are totally invisible and the lens has a beautiful appearance. Kryptok lenses of any prescription in either regular or Toric form are manufactured by the Hongkong Optical Co., Successors to Clark & Co., Manufacturing and Refracting Opticians,—the most competent optical manufacturing establishment in South China—located in 53, Queen's Road Central. Fitting glasses and testing the sight is their speciality.—ADVT. [103

INTIMATION

WATSON'S

E

WHISKY

Gives

Perfect Satisfaction

because it is a Skilful

Blend of the Best

Highland Scotch

WHISKIES,

of Great Age, matured

in well seasoned

Sherry Casks.

A. S. WATSON & CO., LTD.

Wine & Spirit Merchants.

ESTABLISHED 81 YEARS.

Hongkong Office: 10A, Des Vœux Rd., C.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, MAY 19TH, 1923.

THE IRISH DEPORTEES.

THE return of the Irish deportees to England ends a very remarkable constitutional difficulty. It will be recalled that about two months ago, the Home Secretary (then Mr. BRIDGEMAN) ordered the rounding up in England and Scotland of over a hundred Irish men and women, on charges formulated by the Irish Free State Government, and they were deported to Ireland. Among them were ART O'BRIEN, the leader of the Irish Self-determination League, and several so-called Republican generals. Scotland Yard for some weeks had woven a web around the suspected persons resulting in concerted action on a given night in London, Liverpool, Birmingham, Manchester and elsewhere. The raids were characterised by their suddenness, secrecy and quietness. The prisoners were conveyed by trains timed to arrive at Liverpool simultaneously and boarded H.M.S. *Castor* which sailed immediately. Subsequently on behalf of Mr. O'BRIEN an order for *habeas corpus* was applied for in the King's Bench Division of the High Court of Justice, Counsel arguing that the whole state of affairs had been altered and, impliedly, the Restoration of Order in Ireland Regulations, under which the arrests were made had been repealed as they were inconsistent with the Irish Free State Constitution. The Lord Chief Justice (Lord HEWART) refused the rule, holding that there was no ground for saying that the regulations had been impliedly repealed. His Lordship declared that Ireland was still part of the British Isles, although her Government and Constitution had changed. Justices AVORY and ROCHE concurred in this decision, but the Court of Appeal reversed it, saying that "a difference of opinion apparently existed as to whether the Home Secretary continued to exercise control over O'BRIEN, and the question could not be properly disposed of unless a rule were made absolute. This would enable the Home Secretary to clarify his position." The Appeal Court's decision naturally caused a sensation as, though it concerned only the case of O'BRIEN, it obviously governed the cases of all the deportees, and, moreover, it confronted the Home Secretary with the knotty problem whether the British Government had lost control over internees and could bring them back. Mr. Justice BANKES giving judgment, deprecated the practice of legislating by Order in Council as leading to difficulties and dangers of which the present case was an illustration. The Government appealed to the Judicial Committee of the House of Lords which, by a majority, decided that they had no jurisdiction to interfere with the Court of Appeal's decision. This raised the question of the constitutional relationship of the Irish Free State to the Imperial Government. If the Home Secretary failed to produce O'BRIEN when called on, it was said that he and others concerned in the arrest and deportation would be liable to serious penalities. The Government of the Irish Free State has relieved the Imperial Government of the difficulty regarding the production of O'BRIEN under the *habeas corpus* order, as O'BRIEN and all the other persons deported at the same time have been returned to England, but the Home Secretary and his assistants are still liable to be called upon to defend actions to recover damages for illegal arrest and false imprisonment apparently, and it is to preclude the possibility of such actions that a Bill has now been introduced to indemnify the Home Secretary. But the incident has raised important constitutional questions of which more is certain to be heard. Meantime O'BRIEN has been arrested on a charge of seditious conspiracy and if this charge is sustained the other deportees are likely, we suppose, to be tried for the like offence. When the legality of the arrests was first questioned by Mr. RAMSAY MACDONALD in the House of Commons Mr. BRIDGEMAN said there had lately been a progressive increase in Irish Republican activities in Britain and the Government possessed material clearly indicating the existence of a quasi-military organisation which was prepared to do its utmost to co-operate with the Irregulars in Ireland and even to resort to acts of violence in Britain; therefore, it was clearly the Government's duty to take action. The first arrests were made, as we have said, under the Restoration of Order in Ireland Regulations. O'BRIEN has now been arrested presumably under a law "not made by Order in Council."

The damage caused by fire to the six matsheds which were burnt down on Thursday night at Shaukiwan has been estimated at $600.

Four cases of larceny from the person were reported in the Central district on Thursday. The police arrested three of the alleged pickpockets on the spot. In the other case the thief got away. In all four cases the persons robbed were Chinese of the poorer classes.

The Y.M.C.A. propose to conduct another campaign to teach boys how to swim, and this year's effort will be concentrated on the pupils of the various schools of Hongkong. Last year, 980 boys were taught to swim in three lessons. There is no need to be a member of the Y.M.C.A. in order to get these lessons free.

A report to the United States War Department from Fort Mills, Corregidor Island, Philippine Islands, says the Filipino soldiers are being developed by American officers in units as Philippine scouts and are making good artillerymen. The report commends the marksmanship of Company 178, artillery corps, Philippine Scouts.

Enquiries at Murray Barracks yesterday morning elicited the information that Headquarters have issued orders to the effect that the results of Court Martials are to be withheld from the public. There have been a number of Court Martials in the Colony recently, and the charges and evidence in each case have been reported in the local newspapers. The effect of the Headquarters decision, therefore, is that even if the accused men are found innocent, they yet live, so far as the general public are concerned under any stigma that may attach to the charges which were brought against them. What would the public say if it was the practice of the Civil Courts to maintain secrecy as to their decisions after cases had been tried in public?

The new U.S. cruiser *Omaha* made the voyage from Honolulu to San Francisco recently in 75 hours 11 minutes, which is a record.

Sir Frederick James, Colonial Secretary of the Straits Settlements has gone Home on leave. During his absence Mr. F. M. Baddeley will probably officiate as Colonial Secretary.

There were three cases of small-pox in Victoria and two in Kowloon notified on Thursday, all Chinese. Other notifications were a case of plague in Kowloon and a Japanese case of enteric fever.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

THE POWERS AND CHINA.

LEGATIONS CONSIDERING AN IMPORTANT MEMORANDUM.

PEKING, May 18th.

The reports that a memorandum is being circulated among the Legations advocating the postponement of the Customs Conference prove inaccurate.

Reuter understands from a reliable, but unofficial source, that the memorandum which is being circulated in the legations states in the preamble that the present state of China does not warrant any considerations of the abolition of extra-territoriality. China must first adjust her military, political, and financial affairs. The powers should help China to bring this about.

The Memorandum, it is understood, then makes three proposals: Firstly, that Ministers should urge their Home Governments to expedite calling the Customs Conference; secondly, that the sphere of discussion thereat should be extended to discussion of the protection of foreigners and treaty rights in regard to travelling and in commerce: thirdly, that the judicial conference for the discussion of the abolition of extra-territoriality should be postponed indefinitely.

LATER.

With reference to the earlier message regarding the proposals, it is now understood that these are more in the from of suggestions, as a basis for discussion, than a regular memorandum.

SINGAPORE NAVAL BASE.

MR. ARCHIBALD HURD FAVOURS THE SCHEME.

LONDON, May 17th.

In an article in the *Daily Telegraph*, Mr. Archibald Hurd emphasises the commercial importance of Singapore and refutes the suggestion that the naval base scheme is contrary to the Washington Treaty. As regards the suggestion that it would be better to convert Sydney or Melbourne into a great naval base, he points out that the most successful defence of Australia and New Zealand may be made at a distance from those places, because the object must be to prevent, if possible, enemy forces from reaching Australasia or getting across its sea communications, or, if that is impossible, to get between the enemy force and its base. He emphasises that the main fleet would in future be trained in the Mediterranean, from whence ships could be detached to go east or west.

Singapore is the gateway of the Pacific, covering the Indian Ocean and flanking the lines of communication in Oceania. The only legtimate criticism to the Admiralty proposal is that the work would be carried on too slowly. Singapore now emerges as the essential link in the naval defence of the Empire; a link on which the whole problem of the defence of British interests in the Pacific and the support of British prestige and commerce, will hinge in the future. If Singapore is not converted into a naval base the British Battle Fleet will be permanently excluded from the Pacific and there could be no possibility of the co-operation of the main fleet with such naval forces as the Dominions, with their increased populations and evergrowing power, may provide in the future.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

BELLICOSE RUSSIA.

NEWSPAPER PROPAGANDA AND WARLIKE SPEECHES.

RIGA, May 17th.

The Soviet newspapers are full of violent articles and descriptions of demonstrations against Great Britain, Italy, France and the Border States. Most obscene caricatures of Viscount Curzon, Premier Mussolini and Premier Poincare have been published.

Trotzky, in a speech, declared that if the blockade was revived the Border States would feel the first crushing blow.

Effigies of Viscount Curzon and Premier Mussolini, hanging from a gallows, were paraded in a demonstration at Moscow.

EARLIER CABLES.

ANGLO-RUSSIAN RELATIONS.

GOVERNMENT ADOPTING A CONCILIATORY ATTITUDE.

LONDON, May 17th.

In the House of Commons, Mr. Baldwin refused definitely to promise that there would be no rupture until the House had been consulted, but he indicated that the Government were adopting a conciliatory attitude.

Mr. Baldwin said he hoped that the British demands would be met fairly and reasonably, and that a rupture would be averted.

M. KRASSIN AND LORD CURZON CONFER.

LONDON, May 17th.

M. Krassin conferred at great length with Lord Curzon at the Foreign Office.

TIME-LIMIT MAY NOT BE ENFORCED.

LATER.

Reuter's Agency understands that no statement will at present be made concerning the negotiations between M. Krassin and Lord Curzon, and it is not expected that there will be any further meetings before the Whitsuntide recess.

From this it is deduced that the time-limit of the British Note, which expires on May 18th, will not be enforced.

The Soviet representative is not preparing for immediate departure from London.

LATEST CABLES.

ANATOLIAN RAILWAY DEAL

BRITISH BANKING GROUP OBTAINS CONTROL.

LONDON, May 17th.

British financial and industrial circles are most interested in the Anatolian Railway transaction, mentioned in a cable message dated May 16th, which resulted in a British group, comprising five London banking institutions, acquiring from a Swiss bank the control of the Anatolian railway.

This originally German concern is entirely distinct from the Bagdad railway, which is now in French hands.

The Anatolian railway runs from Haidar Pasha on the coast to Konia, with a branch line to Angora. An Italian financial group has accepted an offer to participate in the deal and it is anticipated that a French group will also accept.

EARLIER CABLES.

THE DEPORTED IRISH.

WELCOMED BY FRIENDS IN LONDON.

LONDON, May 17th.

The Irish deportees were welcomed by friends on their arrival at Euston, where they dispersed to their homes. Six of the London and four of the Liverpool deportees are still detained or have been re-arrested.

INDEMNITY BILL.

LONDON, May 17th.

In the House of Commons, the Indemnity Bill, to meet the situation arising from the Art O'Brien case, was read a first time.

The Bill merely prohibits the institution of civil or criminal legal proceedings against the Home Secretary, and others concerned in the Irish deportations.

PROSPECTS IN THE RUHR.

IMPORTANT STATEMENT BY FRENCH PREMIER.

PARIS, May 17th.

M. Poincare, made a statement in connection with the special Ruhr credit at a secret sitting of the finance and foreign affairs commission of the Chamber.

According to a semi-official message, the Premier optimistically reviewed the financial aspect of the occupation, and declared that a period of stabilisation had now set in, and henceforth the costs of the occupation would be covered by the revenue. Supplies of coal and coke were increasing, the railway administration had become self supporting, the exploitation of the forests was yielding appreciable revenues, and the requisitions now largely offset the expenses. He concluded by stating that the operations were likely to produce more than was at first hoped, therefore France would be able to remain in the Ruhr as long as she pleased. She had decided not to abandon these pledges as long as Germany failed to fulfil her engagements.

EARL CAVAN IN POLAND.

CONSOLIDATING ANGLO-POLISH RELATIONS.

WARSAW, May 17th.

Earl Cavan was ceremoniously received at Cracow, where he attended a review of the troops, then proceeded to Warsaw.

The papers publish long and eulogistic articles acclaiming the distinguished representative of the British Army, declaring that the visit will demonstrate Poland's pacific tendencies and consolidate Anglo-Polish relations.

CONTINENTAL AIR ROUTE.

AIR MINISTER'S TOUR.

LONDON, May 17th.

The Air Minister, Sir Samuel Hoare, accompanied by Lady Heare and Major-General Brancker, left Croydon aerodrome on a ten day's tour of the Continent to inspect the Continental air route, and to confer with the Air Ministers of the countries traversed.

PRESIDENT HARDING'S ALASKA TRIP.

ACCEPTS INVITATION TO VISIT VANCOUVER.

VANCOUVER, May 17th.

President Harding has accepted the invitation to visit Vancouver in June while *en route* to Alaska.

AEROPLANE "JOYSTICKS."

FRENCH INVENTOR AWARDED HEAVY DAMAGES.

PARIS, May 17th.

The Appeal Court has awarded M. Pelterie, the inventor of the aeroplane "joy-stick" Fcs. 7,500,000 damages against the French Government, and three of the leading aircraft manufacturers for a breach of the patent.

The Government's infringements mostly occurred during the war, when it insisted on contractors fitting the "joy-sticks."

GOLF TOURNAMENT.

KIRKWOOD DEFEATED.

LEEDS, May 17th.

The first round of the golf tournament for the *Yorkshire Evening News* £700 was played in fine weather, but there was a troublesome wind.

The surprise of the first round was the defeat of Kirkwood by Kinch of Woodcote Park 3/2.

Duncan beat Vardon 2/1.
Ockenden beat Braid 3/2.
Hagen beat Barber at the 21st hole.
Sarazen beat Seymour 5/3.

The complete second round results were:—

H. Jolly beat Abe Mitchell at the 25th hole.
Falkiner beat May 4/3.
Duncan beat Williamson by one hole.
Mackenzie beat Leach 5/4.
Hagen beat Bingham 6/4.
Havers beat Kinch 5/4.
Sarazen beat Gadd 2/1.
Ockenden beat Wingate by one hole.

FAR EASTERN CABLE NEWS

[BY COURTESY OF "THE DAILY BULLETIN."]

CIVIL WAR IN SZECHUAN.

THIRD ARMY DRIVEN FROM CHENGTU, BUT RETURN.

PEPING, May 17th.

It is reported from Szechuan that the Third Army, under General Hsiung Keh Wu and General Tan Mou Hsin, were driven from Chengtu, and were proceeding towards the south-east when they met General Yang Sen's forces.

Being attacked on the front and on rear, the Third Army turned against their pursuers, defeated them, marched back in triumph and again occupied Chengtu.

LINCHENG OUTRAGE.

WU YU LIN DELAYS.

PEKING, May 17th.

In spite of official and semi-official statements, it appears that Wu Yu Lin has not yet gone to the bandits' stronghold, though he offered to do so.

The Speaker, Wu Ching Lien, wired to Wu Yu Lin urging him not to go and endanger himself, saying that the local officials should arrange for the captives' release.

AFFAIRS OF MESSRS. REISS BROS., LTD.

SCHEMES TO CONTINUE OLD-ESTABLISHED BUSINESS.

LONDON, April 17th.

At a meeting of the creditors of Reiss Brothers, Ltd., of Manchester, the Official Receiver, in a statement, said that the Reiss family were already actively engaged on a scheme for securing a continuance of the old-established family business.

The Official Receiver, after saying that special conditions in the Far East had led to the regrettable failure, referred to the question of conflict of jurisdiction between the English Court and the Courts of Hongkong and the Treaty ports of China. He felt that it was of paramount importance to maintain the supremacy of the British Court's winding-up proceedings, and he thought it was now fairly hopeful that an indivisibility of the assets as a whole and their distribution amongst the creditors *pro rata* would be secured.

BOXING.

BRITISH CHAMPION DEFEATS DUTCH BOXER.

In another bout at Olympia of fifteen rounds, Bugler Lake, the bantam-weight champion of Britain, won on points over Van Dyk, the Dutch Champion. Van Dyk twice floored his opponent in the second round, but thereafter Lake piled up points and won easily. The Dutchman put up a very game fight, and had a great ovation at the conclusion.

LIGHTWEIGHT CHAMPIONSHIP OF EUROPE.

In a twenty rounds contest for the lightweight championship of Europe, Harry Mason of Leeds beat the holder, Seaman Hall, the latter being disqualified in the thirteenth round for hitting low.

BLOOMFIELD BEATS MAGILL.

LONDON, May 17th.

At Olympia, in a 20-rounds' contest for the light-heavyweight championship of the British Empire, Jack Bloomfield beat the Irish champion, Dave Magill, the latter's seconds throwing in the towel in the thirteenth round.

CRICKET.

LONDON, May 17th.

Hampshire beat Worcester by an innings and 26 runs.

For Hampshire, Kennedy, in the second innings, took six wickets for 54 runs.

DAVIS CUP TENNIS.

FRANCE DEFEATS DENMARK.

BORDEAUX, May 17th.

In the first round of the Davis Cup, France defeated Denmark by three matches to one.

FRANCE WINS THE RUBBER.

LATER.

France won the final match and the rubber, making the score four matches to one.

RUSSIAN STUDENTS IN SHANGHAI.

DESIRE TO GO ABROAD TO FINISH STUDIES.

A correspondent writes to the *N.-C. Daily News*:—

In connection with the influx of Russian refugees into Shanghai a number of former students, both young men and women, formerly enrolled in the Russian higher institutions of learning, have gathered within the hospitable walls of Shanghai.

Most of the young men have been participants of the German war and have fought on the German or Turkish border. The civil war drove them eastward until, after many trials and sufferings, they reached the Far East. None of them has been able to complete the education commenced in Russian universities and higher technical schools. There are students from Petrograd, Moscow, Kharkoff, Kazan, Saratoff, Tomsk, Vladivostock, and young women who have been following higher literary and medical courses in various cities of Russia.

One thought is common to all of them: they are anxious to complete their education in some foreign institution of learning, so that, when the time comes and they are enabled to return to their homeland, they may go there mentally and morally equipped to take up the burden of rebuilding their beloved country, together with their compatriots.

A few of them are desirous to go to Hongkong and enroll in the Hongkong University, mainly in its medical and engineering departments. The majority, however, are endeavouring to cross the ocean and work their way through some of the higher institutions of America. Over 400 students of Russian universities have already gone to the States and are making a fine record there: these young people have gone there from Harbin and Vladivostock and many of them are now students of the State Universities of California and Washington.

In February, 1923, a Union of Russian Students was organized in Shanghai, whose aim it is to assist students desirous of going abroad for the purpose of completing their studies in helping them to secure work, review their studies, especially mathematics, study English, and secure the possibility to go abroad. Their aims have nothing in common with politics.

ALL ABOUT COFFEE.

THE BEVERAGE WITH A HISTORY OF PERSECUTION.

All About Coffee is the title of a book by William H. Ukers, which the *Observer* reviews thus:

If Mr. Ukers has not got in "all," the fault, we are sure, is not his, for to fill his massive and handsome eight hundred pages he has ransacked the ages and spoiled the climes. The most intriguing thing about coffee is the uneven distribution of taste. America drinks coffee while England drinks tea, and Mr. Ukers has no explanation to offer, apparently, beyond the invidious associations which the latter commodity acquired in Boston harbour a century and a half ago. That diet should accept the dictation of politics in this way might appear strange, unless we remembered the intense conservatism of ordinary people in all that concerns food. It is certainly remarkable that Canada, sharing so many American conditions, remains faithful to tea, like the other British Dominions, with the exception of South Africa, where Dutch traditions favour the coffee-pot. It seems to be a matter in which national habit does "follow the flag."

Americans drank nine pounds of coffee annually per head before the war, and now either Prohibition or prosperity has sent it up to twelve, while there is less tea drunk than fifty years ago. Curiously enough, although we have had neither Prohibition nor prosperity in this country, our tea figures show a very similar improvement from the date of peace, which is perhaps to be credited to the price of beer. Great Britain is a tea-drinking oasis in Western Europe. Coffee seems to remain one of our social boundary-lines, for its gross consumption makes no headway. "Why," said Thackeray, "do they always put mud into coffee aboard steamers?" It is a question which democratic "coffee" continues to provoke upon dry land.

The best coffee known to the reviewer is that of the Norwegians, who do not grind but merely crush the berries, and bring the brew to the boil repeatedly with additions of cold water. Mr. Ukers recommends a certain coarseness of grind, and the pouring of boiling water on the coffee contined in a cloth bag.

The beverage has a singular history of persecution. As a stimulus to social intercourse, it has repeatedly awakened the suspicion of uneasy Governments. The use of coffee and coffee-houses has been proscribed at different times both in Mecca and Stamboul; it was vainly attacked in Venice by the Council of Ten; and Charles II. forbade the consumption of coffee, chocolate, sherbet, or tea "on the premises" in an edict which had to be revoked after ten days. The London coffee-house had already become the "penny university," and the intellectual associations of the berry have remained illustrious. Mr. Ukers has brought together the best that has been written and said of it. It was Talleyrand who summed up the ideal cup of coffee as "noir comme le diable, chaud comme l'enfer pur comme un ange, doux comme l'amour."

HIGHWAY ROBBERY.

A shop-keeper of No. 11, Upper Station Street, reports that on Thursday morning at 9 o'clock he was held up by a number of ruffians. Two of the footpads caught hold of his wrists and another searched his pockets. After taking $1.50 from his pockets they stripped him of his long coat, valued at $20, and took it away with them.

THE FORCE OF A SPENT BULLET.

EXPERIMENTS IN U.S. ARMY.

Might a bullet fired vertically kill the marksman on its return trip? asks the *Literary Digest*. Experiments made by Captain Edward C. Crossman, U.S.A., late fire control officer of the Government small arms ballistic station, leads him to answer in the negative. It might give the man a headache, Captain Crossman opines, but it would be very unlikely to injure him fatally. The captain's firing squad has emitted volleys that stayed out of sight two minutes and returned very nearly to the spot whence they took their flight; yet none of the bullets had sufficient penetration to bury itself more than two-thirds of its length in firm sand; nor could it inflict a serious wound if it should strike a man's head encased in any fairly firm headgear.

Of a volley of bullets projected 9,000 ft. into the air, and travelling for about one minute up and one down, one struck fairly in a galvanised pail of water on the platform near the gun and merely made a dent in the bottom of the pail. Another bullet struck the pine boards of the platform, making a dent about a third of an inch deep, but did not even stick in the indentation. Captain Crossman, writing in The *Popular Science Monthly* (New York), says:—

In these tests we used the standard infantry and machine-gun cartridge of the American service, bullet of 150 grains, velocity 2,700 feet. But when we tried out the 175-grain, boattail bullets—a remarkable new type with tapering tail that doubles the range of a rifle—some of us nearly came to grief. After a minute and seven seconds there came the bullet whirr, louder than that of the service bullet, and then the usual splashes on the surface of the lagoon. Then the splashes ceased, although not all of the bullets had been accounted for. Some of the gunners had stepped out of their shelter, and the watches had been stopped—when suddenly—certainly half a minute after the burst had landed, there came again the bullet whirr. Machine-gunners ducked for shelter—and down whirred eight or ten more shots.

Whereupon we discovered an astonishing fact—that when fired from a machine-gun boattail bullets vary widely in their time of flight. In the next burst we found that the bullets returned in a cluster in about 67 or 68 seconds, while a second group returned fully 40 seconds later. Later we repeated this sort of firing on the hard sands of Daytona Beach, Fla., and found that the boattail bullets were as likely to return to earth sideways as to fall as most bullets do—base first. This led to the conjecture that the time discrepancy is due to the way they turn and travel on their return flight (a sidewise flight resulting in increased air resistance), and that the variations may be due in part to vibrations in the machine-gun.

Normally, when fired vertically, a bullet of any sort returns in the position in which it went up. If you fire normally, point first, it returns with the point still upward and the base downward. If you invert it in the shell and fire it with the point down and the flat base up, it returns point down and base up, but in much shorter time than the bullet normally fired.

We tried out various types of guns and bullets in this vertical firing. The results showed that almost any bullet fired into the air remained away 30 seconds or more. The little .22 long rifle, with its 1,000 or 1,100 feet a second velocity, took 35 seconds. The large, slow 45 automatic pistol bullet took 39 seconds. The 30-30 bullet took 50 seconds, or nearly as long as the service sharp point. The Remington .25 auto-loader bullet, 200 grains at 2,000 feet a second, took 58 seconds. The quickest trip recorded was that of the 175-grain boattail, which was loaded inverted. It returned in 21 seconds, as compared with 67 to 107 seconds when fired normally.

VATICAN ETIQUETTE.

AUSTRIAN CHANCELLOR'S VISIT TO THE POPE.

A curious detail of Vatican etiquette was revealed during the recent visit to Rome of Monsignor Seipel. As head of the Austrian Government, the Chancellor paid his first official visit to the King of Italy, at the Quirinal. The Pope would not concede him an audience in his ecclesiastical capacity until he had left Rome for a day or two and made a fresh return to the capital. The Monsignor Seipel's first visit was paid to Pius XI. He was accompanied to the Vatican by Baron Pastor, Austrian Minister to the Holy See.

Monsignor Seipel's interview with the Pope dealt solely with church matters in Austria.

The Austrian Chancellor was visited at his hotel by Don Sturzo, the political Secretary of the Popular Party, who came to discuss the idea of an International Party composed of the Italian Popular Party and similar organisations in other countries.

Summing up his impressions of Italy, Monsignor Seipel said: "I have derived the distinct impression that Italy has every intention of keeping up amicable relations with Austria, while she is also disposed to help her in her work of reconstruction. I have been able to study the Italy of to-day at first hand, and I am convinced that this great nation is making every effort to reconstruct her provinces devastated by the war, to establish internal order, and to place her finances on a sound basis."

"SOCIALIST" TRIBES OF PANAMA.

FISH THAT TOWED A YACHT.

EXPLORER'S DISCOVERIES.

Mr. F. A. Mitchell Hedges, F.L.S., F.R.G.S., the naturalist and ocean fisherman, arrived at Southampton on April 4th in the steamer *Niederdijk*, after spending nearly two years in research work in the Caribbean Sea and exploration among the primitive tribes of the hinterland of Panama. He brought with him the twenty-ton yacht in which he carried through his cruise, and many cases of interesting articles collected while he has been away.

Mr. Mitchell-Hedges was met at the docks by Lady Richmond Brown, who accompanied him during the greater part of his travels.

Mr. Mitchell Hedges said that he had visited every village and island of the San Blas territory and had penetrated from the San Blas Coast into the unknown Chucunaque country. The San Blas Indians he described as an extraordinary people absolutely pure in breed.

"They live," he said, "a Socialistic kind of life. One man grows bananas, another plantains, and a third coconuts, and they exchange their produce. If a house is to be built all the men, including the chief, share in the work. They are reeking, however, with smallpox, and their eyes are affected by a bug which gets under the lids.

"I believe that no white person before myself ever entered the Chucunaque country. The Spaniards of old tried to do so, but failed. The tribes believe that their gods have told them that their territory is their own, and that no man must be allowed to go in among them. Their district, a world of its own, which might be enclosed by high walls, is very fertile.

"The people are about 4ft. 3in. in height, and the women wear nose rings. Immorality is unknown among them and would be punishable by death. They are simple and honest in character, and thieving is unknown. They do not use money, and they have no steel weapons."

In reply to a question about the Chucunaque religion, Mr. Mithell-Hedges said that it had curious features. He had brought back more than a hundred of their gods. These were of wood, and each tribe had its own special god. The people believed that when they died they entered a canoe upon a river and their spirit guided them until the river divided into many streams. The spirit then pointed to the stream they were to follow, and they were led to a happy hut in a happy land.

For burial the dead body was placed in a hammock and carried to a grave house, a thatched structure 200 feet long by 150 feet wide. When the hammock had been placed in a hole a vine was put down into the hole so that the spirit could come out at night. The dead man's stool and the utensils from which he ate were placed near by, and it was believed that the spirit came forth to sit on the stool and talk with other spirits.

"The Chucunaque Indians," Mr. Mitchell-Hedges added, "have very broad shoulders and are mostly bow-legged. They have very big heads. The women seem to be the superior sex. They live chiefly on a kind of corn, plantains, and bananas, which are cooked in an unripe state. No flesh food is eaten. I did not see a four-legged creature in the country. They like fish, however, from the river, and they have a dish of pineapples, pears, and other things, which are all boiled in a common pot for a large dwelling, which may house thirty females and their children."

During his fishing in the Caribbean Sea Mr. Mitchell-Hedges caught some astonishing monsters of the deep. One was the largest saw-fish ever known to have been landed. It was 31ft. long, 21ft. round, weighed 5,700lb., and the saw was 6ft. in length. The creature towed the yacht for five hours before it was beaten. The bait used weighed 75lb. and a hook of half-inch tool steel was attached to stout manilla. Mr. Mitchell-Hedges also caught a tiger shark weighing 1,760lb., a shovel-nosed shark weighing 1,450lb., and a hammer-headed shark weighing 1,350lb.

STAMP EXHIBITION.

WORLD'S RAREST STAMP TO BE SHOWN.

An International Stamp Exhibition, was opened at the Royal Horticultural Hall, London, on May 14th, to run for a fortnight. As the first International Stamp Exhibition held in London since the war, this event has been attracting world-wide attention, and visitors were coming in large numbers from overseas, notably from the United States, whence generous financial support for the exhibition has been forthcoming.

From America, too, come many of the most interesting entries in the various classes into which the hundreds of stamp collections are grouped. Notable among these is one which includes the world's rarest stamp, the 1 cent black and magenta, issued in British Guiana in 1856, of which only one copy is known. This stamp fetched the record price of over £7,000 in Paris a few months ago. The American Government also announced its intention of exhibiting.

Apart from the stamps exhibited at the exhibition there were to be numerous other attractions for visitors. A model stamp factory is installed in the building where philatelists can see all the processes which go to the making of the finished stamp, while popular lantern lectures will be given by leading collectors in another part of the hall. The Philatelic Congress of Great Britain, an annual event, takes place at the same period, and will add still further to the influx of philatelic visitors to London.

NEW DISCOVERIES AT POMPEII.

The *Giornale d'Italia* states that the Government has ordered all the excavations of Pompeii to be opened to the public, and announces that the opening will take place shortly. The newspaper reproduces an article by Professor Spinazzola, Director of Excavations, stating that 500 yards of the Roman road from the Forum of Pompeii to the amphitheatre have been cleared of ashes, also ten more houses on the road, the interiors of which were found intact, with mural paintings, which permit of the reconstruction of the life of the time when Pompeii was buried under the ashes of Vesuvius. One of the most interesting of the discoveries made by the excavators is a jeweller's shop, with the jeweller's tools and precious stones.—*Reuter.*

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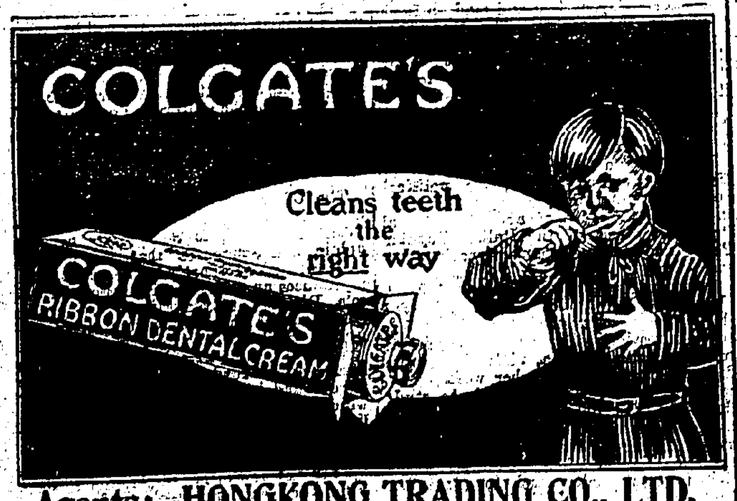

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LUNCH IN A HAREM.

"HOW CRUEL HUSBANDS ARE IN EGYPT."

Mrs. Rosia Forbes writes to the *Daily Express*:—

I was invited to a luncheon party in a merchant's harem. "Allah bring you safely to us that our joy may be complete from the morning to the evening prayers," ran the invitation.

Thirty-one women in a room perhaps fourteen feet square were taking turns in smoking a row of monumental water pipes which stood on a long stool between the divans. The younger wore tight-fitting dresses of bright silks embroidered with gold and silver, with necklaces of Turkish five pound pieces and plastrons of fretted gold work. Nosestuds, anklets, quantities of ear-rings, and bracelets so heavy that they wore grooves in the flesh, completed their jewellery. After the age of child-bearing is past, it is not etiquette to wear silk, so the older women were garbed in one-piece print overalls with headdresses rather like mob caps.

The harem ladies sat silent and inert, of scarcely more than child's stature with pale, heavy faces and the most beautiful feet in the world. They ate melon seeds and listened to a girl who sang Turkish songs to the accompaniment of an andh. The atmosphere grew thick with smoke and the fumes of incense from little braziers which slaves put under our veils that the scent might drift through them.

A bride of fifteen turned to me with listless eyes. "Is Egypt like this country?" she asked. I told her of the women's life in Cairo, and if her painted face could have expressed anything it would have been horror. "You go out in the streets!" she gasped. "How dreadful. Have you no men to look after you?"

Lunch was served in another room. The women left their rings with the slaves who held silver ewers and basins at the door. Sitting cross-legged on bolsters on either side of a table eight inches high, we partook of sheep and chickens roasted whole and stuffed with all sorts of strange delicacies.

We ate with our fingers, and soon I felt in need of a bath, for I was the guest of honour, so all the women tried to stick large and dripping tit-bits into my mouth (with disastrous results to my best orange silk "tobb"). We were given nothing to drink till we had washed our hands and mouths in scented water. Then we trooped back to the reception room, and established ourselves on the carpet-covered couches.

Coffee came—a nauseous beverage made of husks, raw ginger, and spice. Choking and half-blinded from the first gulp, I found the little bride staring at me mournfully. "How can you keep your husband if you have no sense?" she asked wistfully, and my other neighbour whispered, "She has only been married two days, and her husband is going to divorce her, because Sherifa, who is wise and knows the future, foretells that she will never be a mother."

I looked at the stiff little figure in cloth of gold, weighted with tinkling bells. It seemed crushed beneath so much splendour—a gold veil on its head, rings on each finger, an embroidered scarlet handkerchief as large as a tablecloth. "Will you be sorry to go home to your people? I asked. "Wallahi, no! We have a gazelle in the yard. Still, a baby would have been better." She was studying me from head to foot. "You are different from us!" she said wriggling round to look at my feet. "They are large, she murmured, from walking in the street. How cruel husbands are in Egypt!"

BOBBED HAIR AND BRAINS.

DRAMATIST'S VIEW OF CINEMA ACTRESSES.

The majority of film stories were written by half-educated people for half-witted people was the opinion expressed by Mr. St. John Ervine, supporting the proposition that the film play defeats the imagination in a debate at the Stoll Picture Theatre Club.

The average film actress, he went on, had bobbed hair, bobbed brains, and that look of innocence that was only seen on the face of a thoroughly abandoned woman. (Laughter.)

The film destroyed the imaginative faculty, and the picture theatre was now the resort of tired business men, demented servant girls, and poor messenger boys.

Mr. Charles Lapworth (of Goldwyn's, Ltd.), in reply, contended that the "unbridled invective" of Mr. Ervine was uncalled for.

"I should like Mr. Ervine to come with me to some of the mining villages in Yorkshire," he said, "and observe the reaction of the film to the mind of those boys and girls condemned to an industrial life.

"If you can tell me that to show Tom Mix, Douglas Fairbanks and Charlie Chaplin in the way they present their particular characters is going to stun and dull the imagination of those boys and girls, then I don't believe you."

The motion was defeated by a large majority.

EX-KAISER AND HIS WIFE.

SECOND MARRIAGE WITH PRINCESS HERMINE A FAILURE.

The ex-Kaiser's second marriage has ended in failure, and husband and wife are now living apart, says a special correspondent of the *Yorkshire Evening News* at Doorn, Holland.

"The ex-Kaiser is living alone," he writes. "His wife has left him, nominally to look at the condition of certain of what were royal estates, but in truth, I am told, to live with one of her near relatives.

"The actual separation is more than a fortnight old, but the secret was well kept.

"Much surprise is expressed in circles where she is well known, for so great is her personal charm that she was the object of almost universal regard. It is known that his stepchildren avoided him, and that most of his own children are no longer on terms of affection, or even intimacy.

"I am told that his life is very solitary, and his establishment a very simple one, for although his private means are still ample they are not under his control."

The ex-Kaiser was married at Doorn on November 5th last to Princess Hermine of Reuss, a widow of 34, who has five children. The ex-Kaiser is 20 years older.

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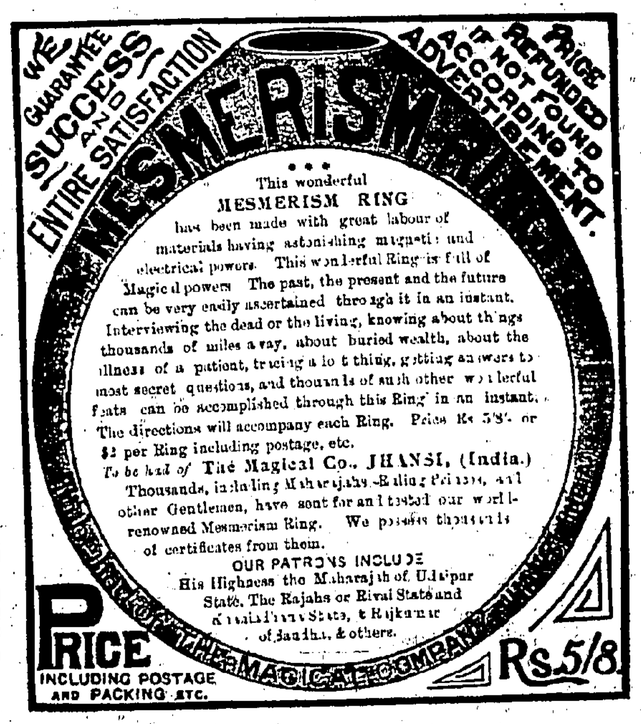

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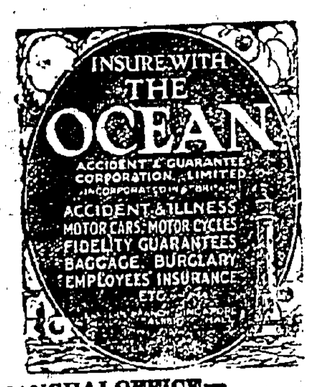

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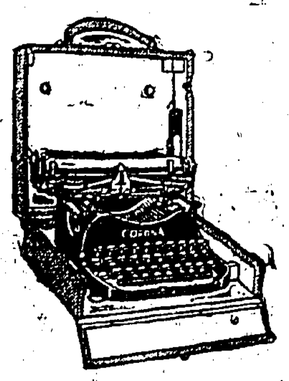

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[BY COMMADER H. RUNDLE, R.N.]

Lord Inchcape, in an article in Brassey's Naval and Shipping Annual, 1923, says:—"Efficient shipowning makes for efficient shipbuilding, and efficient shipbuilding makes for commercially successful shipowning."

It is impossible, within the scope of these articles, to deal with the question of shipbuilding, important as it is in connection with shipping. Shipbuilding being one of this country's principal industries and one, moreover, in which we excel, the Section at the coming British Empire Exhibition dealing with communications, embraces, under the heading of Marine Transport, types of ships, their machinery and equipment, together with construction of harbours.

With this classification in view, it is both permissible and correct to add the following corollary to Lord Inchcape's dictum: "Efficiently equipped docks and harbours are essential to efficient marine transport and inland collection and distribution." Delays at docks, whether caused by congestion owing to inadequate means of handling cargoes, lack of storage space, or by any other causes, mean increased working costs for shipping. Unduly high charges have the same effect. So it may be said that however efficiently shipping may be equipped and managed, the full efficiency of marine transport is unattainable unless the same desiderata obtains in regard to harbours and docks.

Perhaps one of the most striking advances that has been made in marine transport during past the twenty-five years is in the facilities afforded for rapid loading and discharge of cargo. Had it not been for the war, the advances would have been more striking still. But signs are not wanting that the great port authorities such as the Port of London Authority, the Mersey Docks and Harbour Board, the Clyde Navigation Trustees, the Great Western Railway South Wales Group, together with similar undertakings in the Dominions, notably at Sydney, Melbourne, Durban and Montreal are alive to the requirements of the future. A trade revival, therefore, such as the British Empire Exhibition assures, will benefit them and a host of subsidiary undertakings, as it will also help shipping generally.

MODERN REQUIREMENTS.

In the days of the Merchant Adventurers, their tiny craft, laden with merchandise, merely sailed into a river, a creek or a harbour as the case might be, and either discharged their cargo into their own boats or else lay alongside a rough wharf for that purpose. The draught of the ships was small and their cargoes generally consisted of easily handled packages. To-day not only are there huge lovinthans with a draught approaching 40 feet, but there are innumerable varieties of goods carried, some in bulk, others in appropriately sized packages or bales, whilst such unwieldly things as huge girder frames for bridges, railway and traction engines, also have to be lifted in or out of ships. It has come about, therefore, that ports to a large extent specialize in the handling of certain classes of ships and particular kinds of cargoes.

Both hydrographical and physical features determine the class of ship and nature of cargo normally handled in particular harbours or docks, although practically all deal with general cargo. In the case of the large trans-Atlantic liners, for instance, the primary consideration is the rapid landing of passengers without discomfort. Facilities for dry-docking and overhaul contribute another requirement of these huge vessels. If, therefore, certain harbours exist at which they can, at all states of the tide, steam straight alongside a landing-stage, such harbours will attract these classes of vessels. Southampton and Liverpool, with the latter's famous Prince's Landing stage, are cases in point; whilst practically all the great harbours in the Dominions and in India meet this requirement.

In the matter of cargoes we find the ports of South Wales specially equipped for the rapid loading of coal. Some 40,000,000 tons being dealt with annually. Montreal is noted for its facilities for handling grain, one elevator having a capacity of 4,000,000 bushels, and can load several ships simultaneously at the rate of 16,000 bushels an hour per belt, besides being able to unload grain-carrying Lake steamers at the rate of 30,000 bushels an hour.

UNITED KINGDOM PORTS.

As regards the United Kingdom, the principal ports are London, Liverpool, Manchester, Bristol, Southampton, Hull, Newcastle, Cardiff, Grimsby, Glasgow, Leith and Dundee, other ports being limited, owing to hydrographical features, to dealing with the smaller ocean tonnage.

Smaller ports are occupied with the coastal and home trade (i.e., North Sea and Coast of Spain) and act as secondary centres of distribution to the large ports, receiving the goods by coasting vessels. For some time past, however, the coasting trade has been very badly hit by the rate war waged by the railways. The safeguards included in the recent Railway Act may in time result in a betterment of this state of affairs, but meanwhile a valuable branch of Marine transport is sadly curtailed in its utility. Problems of this charactor, it is of interest to note, are to be discussed in the British Empire Exhibition Congress Hall at Wembley next year, when, also, the whole question of traffic-betterment will come under survey at the Power Conference organised by the British Electrical and Allied Manufacturers' Association.

London and Liverpool may be described as the great supply ports for the united Kingdom. Between them they handle some 40 per cent. of the grain and flour, 75 per cent. of meat, and 50 per cent. of the sugar which arrives in the country. Liverpool also, as might be expected, deals with a very large proportion of cotton. The extent to which our sea borne trade has fallen off since the war may be appreciated from the fact that whereas in the twelve months previous to the war the total net tonnage of vessels which arrived and departed with cargo for and from these two ports was approximately 52,000,000 it had fallen in 1921 to about 38,009,000.

Harbour and Dock engineering and construction, in order to cope with modern shipping requirements, requires skill and ingenuity of the highest order. On the one hand; hydrographical features may render development a comparatively simple matter; on the other they may necessitate a keen fight with nature. Naturally deep approaches and a small range of tide make matters easy; whereas if the approach is shoal and encumbered with banks, and the range of the tide great, not only have special arrangements such as wet docks, to be made to overcome these handicaps, but constant work and watchfulness is necessary "to preserve stable conditions. The majority of the ports in this country fall under the latter category; whilst the Dominion and Indian ports are of both kinds, Calcutta, with its difficult approach by means of the Hooghly, and Sydney, with its fine naturally deep harbour, being typical.

To take the Mersey as an example. The range of the tide at Springs is 33 feet, and the current reaches a maximum rate of about four knots. There is also a bar at the river's mouth which requires constant dredging in order to maintain sufficient depth for the use of the largest ships. The overcoming of these obstacles, conversion of the River Mersey into one of the finest harbours of the world, and the extension of navigable water to Manchester, afford an example of what science directed by expert engineers can accomplish.

But, as the great Exhibition at Wembley will show, Liverpool does not stand alone in the record of achievement. In this country, in the Dominions, and in India, British engineers have played their part in developing, in face of tremendous obstacles, one of the main sources of our prosperity efficient harbours and docks. Progress and improvement is, however, still possible. When trade revives the shipping will be ready; as it continues to flourish so will the types of ships improve. Improvement in ships alone would mean but half the battle. Harbours and Docks are the great shipping termini and junctions. Consequently, their efficiency is essential to commercially successful shipowning and to prosperous trade.

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SAILINGS SUBJECT TO ALTERATION.

TIENTSIN	"CHEONGSHING"...	Saturday,	19th May, Noon.
SHANGHAI via SWATOW ...	"TUNGSHING"	...Sunday,	20th May, 10 a.m.
BANGKOK via HOIHOW ...	"CHUNSANG"	Sunday,	20th May, 10 a.m.
SHANGHAI via SWATOW ...	"KWONGSANG"	Monday,	21st May, 10 a.m.
BANGKOK via SWATOW ...	"HOPSANG"	...Monday,	21st May, Noon.
TSINGTAU via SWATOW & SHANGHAI	"FOOSHING"	...Tuesday,	22nd May, Noon.
KOBE via MOJI	"FOOKSANG"	..Tuesday,	22nd May, Noon.
SANDAKAN	"HINSANG"	...Thursday,	24th May, 2 p.m.
HAIPHONG via HOIHOW ...	"MINGSANG"	...Friday,	25th May, 10 a.m.
SHANGHAI via SWATOW... ...	"LOKSANG"	.. Friday,	25th May, Noon.
MANILA	"LOONGSANG"	...Friday,	25th May, 3 p.m.
SHANGHAI via SWATOW ...	"ESANG"	...Sunday,	27th May, Noon.
STRAITS & CALCUTTA	"HOSANG"	.. Wednesday,	30th May, 3 p.m.
KORE via MOJI	"LAISANG"	...Thursday,	31st May, 7 a.m.
STRAITS & CALCUTTA	"LAISANG"	...Friday,	15th June, 3 p.m.

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"GLENTARA"	4th June.	"GLENARIFFE"	25th May,	Genoa, London, Rotterdam and Hamburg.
"GLENIFFER"	18th June.	"GLENAMOY"	1st June,	London, Rotterdam and Hamburg.
"CARNARVONSHIRE"	2nd July.	"GLENAPP"	21st June,	London, Rotterdam and Hamburg.

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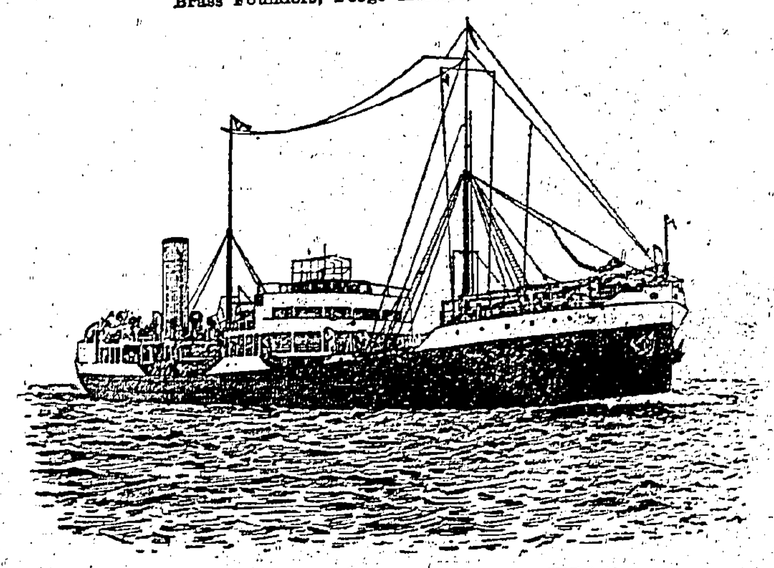

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SHIPPING NEWS

ARRIVALS.

May 18th.

Hizawa Maru No. 25, Japanese str., 885 tons, Capt. T. Kawamoto, from Keelung, with coal.—Suzuki & Co.

Chengching, British str., from Canton.

Glengarry, British str., 5,843 tons, Capt. Geo. Roger, from London and Singapore, with a general cargo.—J. M. & Co.

Haimun, British str., 641 tons, Capt. C. E. Page, from Hoihow, with a general cargo.—Po Shun S.S. Co.

Hanazono Maru, Japanese str., 1,567 tons, Capt. Utsuye, from Miike, with coal.—M.B.K.

Hawaii Maru, Japanese str., 5,054 tons, Capt. T. Suruga, from Tacoma and Manila, with a general cargo.—O.S.K.

Hertel, Norwegian str., 761 tons, Capt. H. Brandt, from Bangkok, with a general cargo.—Lee Bing Kee.

Kinsang, British str., 1,545 tons, Capt. D. H. Martin, from Singapore, with a general cargo.—B. & S.

Kojun Maru, Japanese str., from Canton.

Kweilin, British str., from Canton.

Myrmidon, British str., 3,062 tons, Capt. W. S. Dougall, from Singapore, with a general cargo.—B. & S.

Newchwang, British str., from Canton.

Phra Nang, British str., 1,168 tons, Capt. H. C. Kiddle, from Swatow, with a general cargo.—Cheong Fat & Co.

Tawing, British str., 1,356 tons, Capt. R. Turnbull, from Manila, with a general cargo.—B. & S.

Tjisondari, Dutch str., 5,665 tons, Capt. J. R. Scholten, from Dalny, with a general cargo.—J. C. J. L.

CLEARANCES.

May 17th.

Capricellus, for Hongay.
Choldar, for Bangkok.
Fukusei Maru, for Takao.
Lee Sang, for Hoihow.
Mansa, for Manila.

May 18th.

Aizawa Maru No. 25, for Canton.
Bengal Mitra, for Shanghai.
Dewawongse, for Bangkok.
Glengarry, for Shanghai.
Haihong, for Swatow.
Kojun Maru, for Tsingtau.
Kweilin, for Shanghai.
Meidai Maru, for Canton.
Mikawa Maru, for Hongay.
Nairung, for Singapore.
Newchwang, for Haiphong.
Taiwema, for K. C. Wan.
Paoting, for Amoy.
Van Overstraten, for Amoy.
Yuen Sang, for Manila.

VESSELS EXPECTED.

Aki Maru (N.Y.K.), due May 25th.
Angers (M.M.), due May 22nd.
Atsuta Maru (N.Y.K.), due June 9th.
Awa Maru (N.Y.K.), due to-day.
Diomed (Blue Funnel), due May 28th.
Eastern Prince (Furness line), due May 20th.
Empress of Canada, due May 20th, 3 p.m.
Glaucus (Blue Funnel), due May 20th.
Jamna (B. I. & Apear Line), due May 21st, p.m.
Kashima Maru (N.Y.K.), due June 18th.
Katori Maru (N.Y.K.), due May 21st.
Meriones (Blue Funnel), due to-day.
Muroran Maru (N.Y.K.), due May 27th.
Rhesus (Blue Funnel), due June 9th.
Tamba Maru (N.Y.K.), due May 29th.
Teiresias (Blue Funnel), due May 31st.

SAILORS ACCEPT LOWER WAGES.

After a discussion lasting some hours a conference of delegates of the National Sailors' and Firemen's Union in London on April 14th unanimously passed a resolution endorsing the proposed settlement as agreed by the National Maritime Board for a wage reduction taking effect on April 16th. It affects all British ships.

CHURCH SERVICES.

ST. JOHN'S CATHEDRAL, Hongkong.—20th May, 1923. Whit Sunday.
Holy Communion (8 a.m.); Children's Service (10 a.m.); Hymns, 207, 341, 572; Matins (11 a.m.); Responses, Festal; Venite, Jones (12th morning); Psalm, 68 Woodward Cooke; Te Deum, Oakeley (15th evening); Benedictus, Jacobs (No. 14); Hymns, 154, 166, 157.
N.B.—Psalm 96, verses 1, 2, 4, 7, 8, 11, 12 in unison.
17, 18, 32, 33 in unison.
Hymn 154, verses, 1, 7 in unsion.
Holy Communion (12 noon); Evensong (6 p.m.); Responses, Festal; Psalms, 104 Old Melody, Travers; Magnificat, Barnby; Nunc Dimittis, Felton; Hymns, 215, 155, 157, 2 7.
N.B.—Psalm 104, verses 1, 7, 20, 21, 24, 26 in unison.
31, 35 GP.
Hymn 215, verse 1 in unison.
Hymn 207, verse 4 in unison.
N.B.—Choir Practice on Tuesday at 5.45 p.m. [115

UNION CHURCH (Kennedy Road).—Sunday Services, May 20th:—
Morning Service at 11 a.m.
Hymns: 81, 268, 568, 276.
Evening Service at 6 o'clock.
Hymns: 64, 269, 272, 519, 333.
Preacher at both Services:—Rev. J. Kirk Maconachie.
Friday at 8.30.—Christian Endeavour Meeting and Social Hour. [1589

FIRST CHURCH OF CHRIST SCIENTIST, MacDonnell Road, below Bowen Road, Tram Station.—Sunday, 11.15 a.m. Wednesday, 5.45 p.m. [193

WEATHER REPORT.

May 18th at 11 a.m.—Pressure has decreased moderately over N.E. Japan and at Shanghai, and slightly from the Visayas to Guam. It is nearly stationary elsewhere.

The depression in the China Sea has filled up.

A shown depression lies over Indo-China and a feeble anticyclone over Japan.

Hongkong rainfall for the 24 hours ending at 10 a.m., 18th May, 0.32 inch. Total since January 1st, 1.37 inches, against an average of 17.38 inches.

The forecast for the 24 hours ending at noon, 19th May, is as follows:—

District	Forecast
Hongkong to Gap Rock	E. or variable winds light to moderate; generally cloudy.
Formosa Channel	N.E. winds, moderate.
South coast of China between Hongkong and Lamocks	The same as No. 1.
South coast of China between Hongkong and Hainan	The same as No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, May 18th

	Previous Day, at 2 p.m.	On Date at 8 a.m.	On Date at 2 p.m.
Barometer	29.90	29.85	29.85
Temperature	75	74	78
Humidity	84	91	85
Wind Direction	E	E	E
Force	4	2	4
Weather	cl	0	0
Rain	0.00	0.00	0.32

Highest open-air Temperature on 17th .. 75
Lowest open-air Temperature on 18th ... 73

HONGKONG TIDE TABLE.

From May 19th to 25th, 1923

Days of Week.	Days of Month.	High Water. H'kong Standard Time.	Height.	Low Water. H'kong Standard Time.	Height.
		h m	ft. in.	h m.	ft in
Satur	19	m 10 26	7 1	m 4 23	3 3
				6 21 a	1 1
Sun.	20	m 0 56	4 2	m 4 49	3 4
		m 11 6	7 0	7 10 a	1 3
Mon.	21	m 2 12	4 0	m 5 20	3 6
		m 11 55	6 7	8 6 a	1 4
Tues	22	m 3 30	4 0	m 6 10	3 8
		0 56 a	6 4	9 9 a	1 6
Wed	23	m 4 31	4 3	m 7 21	4 0
		2 13 a	6 0	1 14 a	1 7
Thur.	24	m 5 17	4 2	m 9 28	4 0
		3 46 a	5 7	1 18 a	1 8
Fri.	25	m 5 58	5 1	m 11 16	3 5
		5 15 a	5 6		

VESSELS ADVERTISED AS LOADING

Destination	Vessel's Name	Flag	For Freight Apply to	To be Despatched
NEW YORK & PANAMA	Mayebashi Maru	Jap.	Nippon Yusen Kaisha	On 2nd June
NEW YORK & BOSTON	Roman Prince	Brit.	Prince Line	About 11th June
BOSTON & NEW YORK via SUEZ	City of Birmingham	Brit.	The Bank Line, Limited	On 25th May
SAN FRANCISCO, &c.	Doylestown	Am.	Strathers & Barry	On 28th May
VICTORIA & VANCOUVER, B.C., via SHANGHAI, &c.	Empress Russia	Brit.	Canadian Pacific O. S. Ltd.	About 14th June
VICTORIA, SEATTLE & VANCOUVER via J. PORTS.	Iyo Maru	Jap.	Nippon Yusen Kaisha	On 20th May, 11 a.m.
VICTORIA, VANCOUVER, SEATTLE & TACOMA	Africa Maru	Jap.	Osaka Shosen Kaisha	On —
VICTORIA, SEATTLE & VANCOUVER	Achilles	Brit.	Butterfield & Swire	On 13th June
VANCOUVER via SHANGHAI & JAPAN, &c.	Empress Canada	Brit.	Canadian Pacific O. S. Ltd.	On 2nd June
MARSEILLES, LONDON & ANTWERP	Nyanza	Brit.	P. & O.-B. I. & A. L.	On 30th May, 11 a.m.
MARSEILLES, &c.	Angers	Fren.	Messageries Maritimes	On 25th June
MARSEILLES, &c.	Amboise	Fren.	Messageries Maritimes	On 28th May
MARSEILLES, &c.	Cordillere	Fren.	Messageries Maritimes	On 11th June.
MARSEILLES, L'DON., ANTWERP via SINGAPORE, &c.	Kitano Maru	Jap.	Nippon Yusen Kaisha	On 23rd May
MARSEILLES, LONDON, ANTWERP & HAMBURG	City of Tokio	Brit.	The Bank Line, Ltd.	On 5th June
MARSEILLES, GENOA, LIVERPOOL & GLASGOW	Meriones	Brit.	Butterfield & Swire	On 20th May
LONDON, ROTTERDAM & DUNKIRK	Glaucus	Brit.	Butterfield & Swire	On 21st May
LONDON, HUMBURG, ROTTERDAM & ANTWERP	Amur Maru	Jap.	Osaka Shosen Kaisha	On 14th June
GENOA, LONDON, ROTTERDAM & HAMBURG	Glenariffe	Brit.	Jardine, Matheson & Co., Ltd	On 25th May
ROTTERDAM, AMSTERDAM, HAMBURG & BREMEN	Oostkerk	Dut.	Java-China-Japan-Lijn	On 23rd May
ANTWERP, ROTTERDAM & HAMBURG	Adolf von Bayer	Ger.	Reuter Brockelmann & Co.	About 6th June
HAVRE, ANTWERP & DUNKIRK	Meinam	Fren	Messageries Maritimes	About 27th May
HAVRE, ANTWERP & DUNKIRK	Lt. St. Loubert-Bie	Fren.	Messageries Maritimes	On —
BOMBAY via SINGAPORE, COLOMBO	Wakasa Maru	Jap.	Nippon Yusen Kaisha	On 27th May
STRAITS & CALCUTTA	Hosang	Brit.	Jardines, Matheson & Co., Ltd.	On 30th May, 3 p.m.
SINGAPORE, PENANG, COLOMBO & BOMBAY	Soudan	Brit.	P. & O.-B. I. & A. L.	On 6th June
SINGAPORE & BELAWAN-DELI	Van Overstraten	Dut.	Java-China-Japan-Lijn	On 24th May
BRINDISI, VENICE & TRIESTE	Nippon	Brit.	Dodwell & Co., Ltd.	On 5th June
HOIHOW PAKHOI & HAIPHONG	Yunnan	Brit.	Butterfield & Swire	On 23rd May, 11 a.m.
HAIPHONG via HAIHOW & PAKHOI	Taikwa Maru	Jap.	Yamashita Kisen Kaisha	About 31st May
KEELUNG via SWATOW & AMOY	Saian Maru	Jap.	Yamashita Kisen Kaisha	About 31st May
SANDAKAN	Hinsang	Brit.	Jardine, Matheson & Co., Ltd.	On 26th May, 2 p.m.
AUSTRALIAN PORTS via MANILA	Aki Maru	Jap	Nippon Yusen Kaisha	On 28th May
AUSTRALIAN PORTS	Eastern	Brit.	P. & O.-B. L. & A.L.	On 2nd June
AUSTRALIAN PORTS	Changsha	Brit.	Butterfield & Swire	On 27th May, 4 p.m.
SHANGHAI via SWATOW	Tungshing	Brit.	Jardine, Matheson & Co., Ltd.	On 20th May, 10 a.m.
SHANGHAI, KOBE & YOKOHAMA	Katori Maru	Jap.	Nippon Yusen Kaisha	On 22nd May
SHANGHAI & JAPAN	Delta	Brit.	P. & O.-B. L. & A. L.	On 20th May, 10 a.m.
SHANGHAI & TSINGTAO	Yingchow	Brit.	Butterfield & Swire	On 19th May, 4 p.m.
SHANGHAI, YOKOHAMA & KOBE	Fiume-L	Brit.	Dodwell & Co., Ltd.	About 31st May
MAKASSAR & SOERABAIA	Tjiliwong	Dut.	Java-China-Japan Lijn	About 24th May
JAPAN PORTS	Atlas Maru	Jap.	Osaka Shosen Kaisha	On 28th May
TIENTSIN	Cheongshing	Brit.	Jardine, Matheson & Co., Ltd.	On 19th May, Noon
BILLITON & BATAVIA	Tjisondari	Dut.	Java-China-Japan Lijn	About 21st May
CALCUTTA, SINGAPORE & RANGOON	Honolulu Maru	Jap.	Osaka Shosen Kaisha	On 6th June
BANGKOK via SWATOW	Hopsang	Brit.	Jardine, Matheson & Co., Ltd.	On 21st May, Noon
SWATOW & BANGKOK	Kwangchow	Brit	Butterfield & Swire	On 22nd May, Noon
SWATOW, AMOY & FOOCHOW	Haicheng	Brit.	Douglas Lapraik & Co.	On 25th May, 1 p.m.
SWATOW, AMOY & FOOCHOW	Haifoong	Brit	Douglas Lapraik & Co.	On 22nd May, 12 Noon
MANILA	Loongsang	Brit.	Jardine, Matheson & Co., Ltd.	On 25th May, 3 p.m.
MANILA, SAIGON & SINGAPORE	West Ivan	Am.	Strathers & Barry	On 11th June

VISITORS AT HOTELS

HONGKONG HOTEL.

Mr J. W. Andrews
Mr & Mrs Jack Behar
Mrs E. R. Bohlin
Mr & Mrs Benson & child
Mr R. J. Birbeck
Mrs E. Blackburn
Mr A. Blomer
Mr E. W. Broadwith
Mr & Mrs R. Broome
Mr A. M. Burchall
Mr H. E. Bachler
Mr S. J. Burn
Mr S. C Burt
Mrs F. W. Burwell
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Mr E. Chen
Mr F. M. Crawford
Mrs Crocker
Mr N. Croucher
Mr W. E. Dailey
Mr K. Eisner
Mr J. E. England
Mr B. Faeber
Mr H. Faux
Mr C. J. Forguson
Dr K. Fruin
Mr R. R. Gibson
Mr G. F. W. Graenjer
Mrs J. Gray
Mr R. Hall
Capt. T. C. Hall
Mr & Mrs W. A. Hannibal
Mr John Scott Harston
Lt. & Mrs F. L. Holycross & child
Capt. J. W. Harding
Mr & Mrs Ireland & 2 children
Mrs A. Ireson
Mr J. M. de Jong
Mrs C. Lauritson
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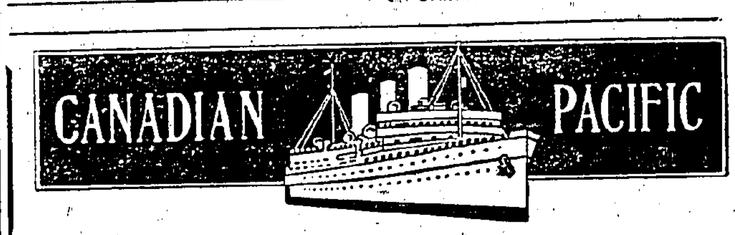

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Empress Asia	July 12	July 30	Empress Scotland	Aug. 4	Aug. 10
Empress Canada	July 28	Aug. 13	Empress France	Aug 18	Aug. 25
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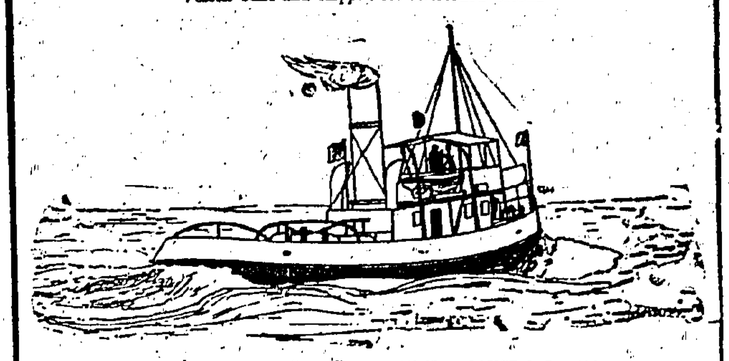

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KITANO MARU ... ... Wednesday, 23rd May.
HARUNA MARU ... ... Wednesday, 6th June.

HAMBURG via LONDON & ROTTERDAM.
DAKAR MARU ... ... due 1st half June.

LIVERPOOL via MARSEILLES & VALENCIA.
TATSUNO MARU ... ... due 2nd half June.

SYDNEY & MELBOURNE via Manila, &c.
AKI MARU ... ... Saturday, 26th May.
TANGO MARU ... ... Wednesday, 20th June.

NEW YORK & BOSTON via PANAMA.
MAYEBASHI MARU ... ... Saturday, 2nd June.

BUENOS AIRES via Singapore, Delagoa Bay, Durban & Cape Town.
KAWACHI MARU ... ... Middle June.

BOMBAY via Singapore and Colombo.
WAKASA MARU ... ... Sunday, 27th May.

CALCUTTA via Singapore, Penang & Rangoon.
PENANG MARU ... ... Monday, 21st May.
RANGOON MARU ... ... Thursday, 31st May.

NAGASAKI, KOBE & YOKOHAMA.
YOSHINO MARU ... ... Thursday, 14th June.

SHANGHAI, KOBE & YOKOHAMA
AWA MARU ... ... Sunday, 20th May.
KEIFUKU MARU ... ... Sunday, 20th May.
KATORI MARU ... ... Tuesday, 22nd May.

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ANGERS	20th April	22nd May	25th June
CHILI	4th May	5th June	9th July
PORTHOS	18th May	19th June	23rd July
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"NYANZA"	7,000	30th May 11 a.m.	Marseilles, London & Antwerp.
"LAHORE"	5,953	4th June	S'pore., Colombo & Bombay
"SOUDAN"	6,700	6th June	S'pore., Penang, Colombo & Bombay
"JEYPORE"	5,318	12th June	do.
"SARDINIA	6,580	13th June	Marseilles, London & Antwerp.
"DELTA"	8,097	27th June	Bombay, Mars., L'don. & Antwerp
"SICILIA"	6,813	28th June	S'pore., Penang, Colombo & Bombay
"MALWA"	10,341	11th July	Bombay, Mars., L'don. & Antwerp
"DEVANHA"	8,092	25th July	Marseilles, London & Antwerp.
"SOUDAN"	6,696	25th July	S'pore., Penang, Colombo & Bombay
"KHIVA"	9,017	8th Aug.	Bombay, Mars., L'don. & Antwerp
"KASHMIR"	9,841	22nd Aug.	Marseilles, London & Antwerp
"MACEDONIA"	10,519	5th Sept.	Bombay, Mars., L'don. & Antwerp
"DONGOLA"	8,056	19th Sept.	Marseilles, London & Antwerp
"MANTUA"	10,902	3rd Oct.	Bombay, Mars., L'don. & Antwerp

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"JANUS"	4,824	13th June	Calcutta via Singapore & Penang

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"DELTA"	8,097	20th May, 10 a.m.	Shanghai, Moji, Kobe & Yokohama.
"SOUDAN"	6,700	22nd May	Shanghai only.
"JANUS"	4,824	23rd May	Japan.
"DEVANHA	8,092	3rd June	Shanghai, Moji, Kobe & Yokohama

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TAKAO via SWATOW & AMOY.
"SOSHU MARU" ... ... Thursday, 24th May

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SHANGHAI	"KWEILIN" ...	On 19th May, D.L.
HAIPHONG	"NEWCHWANG"	On 19th May, 11 a.m.
SWATOW, AMOY & SHANGHAI ...	"KIUNGCHOW"	On 19th May, 4 p.m.
SHANGHAI & TSINGTAO	"YINGCHOW" ...	On 19th May, 4 p.m.
SWATOW & SINGAPORE	"KINGYUAN" ...	On 20th May, Noon.
AMOY & SHANGHAI	"SZECHUEN" ...	On 22nd May, D.L.
SWATOW & BANGKOK	"KWANGCHOW"	On 22nd May, Noon.
MANILA	"TAMING" ...	On 22nd May, 4 p.m.
HOIHOW, PAKHOI & HAIPHONG ...	"YUNNAN" ...	On 23rd May, 11 a.m.
SWATOW & SHANGHAI	"SUNNING" ...	On 24th May, Noon.

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Passengers Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

s.s. "UMSINGA" ... ... sailing on or about 31st May.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LIMITED,
Agents. 6

POST OFFICE NOTICE.

On Whit Monday, the 21st inst., and Empire day, the 24th inst. the G.P.O. and the Branch Post Offices will be open as follows:—
The G.P.O. and Kowloon Branch Office—8 to 9 a.m. only.
Wantsai, Saiyingpun and Yaumati Branches—8 to 9 a.m., and 5 to 6 p.m.
Sheungwan Branch Office—8 to 9 a.m. and 5.30 to 8 p.m.
The Money Order Office will be entirely closed during the holidays.
There will be one collection from the pillar boxes and one delivery of ordinary correspondence each day as on Sunday and one delivery of registered correspondence at 9 a.m. on Whit Monday only.
There will be one delivery from the Branch Offices each day at noon.

INWARD MAILS.

From	Per	Due
	Delta	19th May.
EUROPE via SUEZ (Letters & Papers,) London, 19th Apr. & Parcels, 11th Apr.		
STRAITS	*Awa Maru* ...	19th May.
SHANGHAI	*Szechuen* ...	19th May.
MANILA	*Pres. Madison* ...	20th May.
CANADA, U.S.A. JAPAN AND SHANGHAI	*Emp. of Canada*...	20th May.
STRAITS	*Katori Maru* ...	21st May.
MANILA	*Pres. Taft*	21st May.
SHANGHAI	*Sunning*	21st May.
STRAITS	*Janus* ...	21st May.
U.S.A. JAPAN & SHANGHAI	*Pres. Mckinley* .	23rd May.
JAPAN	*Aki Maru* ...	2 th May.

OUTWARD MAILS.

For	Per	Days
	Newchwang ...	Saturday, 14th, 9.30 A.M.
Haiphong	*Fiangchow* ...	2.30 P.M.
Swatow and Amoy	*Lake Fielding* ...	3.30 P.M.
Straits and Calcutta	*Delta*	5.00 P.M.
Shanghai...	*Iyo Maru*	5.00 P.M.
Keelung and Japan		
	Amakusa Maru...	Sunday, 20th, 9.00 A.M.
Swatow, Amoy and Keelung	*Chunsang* ...	9.0 A.M.
Hoihow	*Rantan Pandjang*	9.00 A.M.
Bangkok		
	Tjisondari ...	Monday, 21st, 9.00 A.M.
Java via Batavia	*Szechuen*	9.0 A.M.
Amoy	*Eastern Prince* ...	9.00 A.M.
Iloilo	*Hydrangea* ...	9.00 A.M.
Swatow		
		Parcels 19th, 5.00 P.M.
Shanghai, Japan, Canada, U.S.A., Central and South America and *EUROPE via VICTORIA, B.C.—due Victoria, B.C., 10th June	*Pres. Madisen* ..	Tuesday, 22nd, Registration 8.00 A.M. Letters 8.00 A.M.
Bangkok via Swatow		
Swatow, Amoy and Foochow...	*Kwangchow* ...	Tuesday 22nd, 10.30 A.M.
Manila	*Haifoong*	11.00 A.M.
Shanghai, Japan, Honolulu, Canada, U.S.A. Central & South America & *EUROPE via SAN FRANCISCO —due San Francisco, 14th June... ...	*Taming* ...	2.30 P.M. Noon
	Pres. Taft ...	Parcels, ... 5.00 P.M. Registration 5.00 P.M. Letters 5.00 P.M.
Straits, Ceylon, Mauritius, L. Marques, S. Africa, India via D'kadi., Egypt and EUROPE via Marseilles —due Marseilles 24th June	*Kitano Maru*	Wednesday, 23rd, Registration .. 8.45 A.M. Letters 9.30 A.M.
Manila, *Shanghai, *Japan, Honolulu, *Canada, *U.S.A., *C. & *S. America & *Europe via San Francisco—due S. Francisco 22nd June	*Tenyo Maru* ...	Registration 9.45 A.M. Letters 10.30 A.M.
Swatow, Amoy and Takao		5.00 P.M.
	Soshu Maru ...	
Swatow, Amoy and Foochow	*Haisheng* ...	Friday, 25th, Noon
Manila	*Pres. Mckinley* ...	3.30 P.M.
Manila, Australia & New Zealand via Thursday Island—due Thursday Island, 6th June ...	*Aki Maru* ...	Saturday, 26th Registration 8.45 A.M. Letters ... 9.30 A.M.
Sandakan	*Hinsang* ...	1.00 P.M.
Cebu	*Achilles*	5.00 P.M.
Manila, Sandakan, Australia & New Zealand via Thursday Island—due Thursday Island, about 10th June ...	*Changsha* ...	Parcels 26 h, 5.00 P.M. Sunday, 27th, Registration 9.00 A.M. Letters ... 9.00 A.M.
Saigon, *Straits, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Aden, Egypt & EUROPE via MARSEILLES—due Marseilles, about 29th June ...	*Amboise* ...	Monday, 28th, Registration 12.45 P.M. Letters ... 1.30 P.M.
Saigon	*Narbo*	3.30 P.M.
Swatow, Amoy and Foochow	*Haihong* ...	...Thursday 29th, Noon

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE
(DIRECT)

"GLAUCUS" 21ST MAY London, Rotterdam & Dunkirk.
"NELEUS" 28TH MAY London, Hull, Rotterdam & Hamburg.
"AUTOMEDON" 4TH JUNE London, Rotterdam & Hamburg.
"EUMAEUS" 11TH JUNE London, Rotterdam & Hamburg.

LIVERPOOL SERVICE
(DIRECT OR VIA CONTINENTAL PORTS).

"MERIONES" 20TH MAY Genoa, Marseilles, Liverpool & Glasgow.
"ELPENOR" 1ST JUNE Marseilles, Havre, Liverpool & Glasgow.
"PHEMIUS" 20TH JUNE Genoa, Marseilles, Liverpool & Glasgow

PACIFIC SERVICE
(VIA KOBE AND YOKOHAMA).

"ACHILLES" 12TH JUNE } Victoria, Seattle & Vancouver.
"PHILOCTETES" 3RD JULY }

NEW YORK SERVICE
(VIA SUEZ OR PANAMA).

"OANFA" 5TH JUNE via Suez.
"KEEMUN" 25TH JUNE via Suez.

PASSENGER SERVICE

"TEIRESIAS" 1ST JUNE for Shanghai.
"TEIRESIAS" 25TH JUNE for Singapore & London.
"SARPEDON" 9TH JULY for Shanghai.
"SARPEDON" 7TH AUG. for Singapore, Marseilles & London

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO

BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS LTD.)
AGENTS.

COMMERCIAL

OPENING QUOTATIONS.

18th May, 1923.

ON LONDON.—	
Telegraphic Transfer ...	3/4½
Bank Bill, on demand ...	3/4 13/16
Bank Bill, at 30 days, sight ...	—
Banks Bills, at 4 months' sight	3/4½
Credits, at 4 months' sight ...	3/4 15/16
Documentary Bills, 4 months' sight	3/5 1/16
ON PARIS.—	
Bank Bills, on demand ...	810
Credits, 4 months' sight ...	883
ON NEW YORK.—	
Bank Bills, on demand ...	54½
Credits, at 60 days' sight	56½
ON BOMBAY.—	
Telegraphic Transfer ...	—
Bank Bills, on demand ...	175
ON CALCUTTA.—	
Telegraphic Transfer ...	—
Bank Bills, on demand ...	175
ON SHANGHAI.—	
Bank Bills, at sight ...	nom.
Private, 30 days' sight ...	—
ON YOKOHAMA.—On demand	111
ON MANILA.—On demand ...	108½
ON SINGAPORE.—On demand	100
ON BATAVIA.—On demand ...	140
ON HAIPHONG.—On demand...	nom.
ON SAIGON.—On demand ...	—
ON BANGKOK.—On demand ...	78
SOVEREIGNS, Bank's Buying rate	$ 8.31
GOLD LEAF, 100 fine, per tael...	... 47
BAR SILVER, per oz.	... 32 9/16

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.
Authorised Capital... ... $50,000,000
Paid-up Capital... ... ... $20,000,000
Reserve Funds:—
Sterling £4,500,000
Silver $24,500,000
Reserve Liability of Proprietors $20,000,000

Court of Directors:
A. O. LANG, Esq.—Chairman.
D. G. M. Bernard, Esq.—Deputy Chairman.
A. H. Compton, Esq. | W. L. Pattenden, Esq.
G. M. Dodwell, Esq. | J. A. Plummer, Esq.
G. T. M. Edkins, Esq. | H. P. White, Esq.
Hon. Mr. E. V. D. Parr.

Chief Manager:
HON. MR. A. G. STEPHEN.

Acting Manager: Hongkong—J. McARTHUR, Esq.
Manager: Shanghai—G. H. STITT, Esq.

LONDON BANKERS:
WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.
Hongkong, 1st May, 1923. [97

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.
For the HONGKONG & SHANGHAI BANKING CORPORATION,
A. G. STEPHEN,
Chief Manager.
Hongkong, 14th November, 1922. [28

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE—LONDON.

Paid-up Capital £3,000,000
Reserve Fund £3,600,000
Reserve Liability of Proprietors ... £3,000,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.
A. H. FERGUSON,
Manager.
Hongkong, May 8th, 1923. [31

THE CHINESE MERCHANTS BANK, LTD.

華商銀行有限公司

HEAD OFFICE
Alexandra Buildings, Chater Road.
GENERAL Banking and Exchange business transacted.
Loans granted on approved securities.
Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.
The Bank also conducts a Savings Department.
K. C. LAU,
Chief Manager.
33

THE BANK OF CHINA.

中國銀行

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorised Capital $50,000,000.00
Paid-up Capital 12,379,200.00
Reserve Funds 2,627,673.08

HEAD OFFICE—PEKING.
HONGKONG BRANCH:—4, Queen's Road Central. Branches and sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.
London Bankers:—The National Provincial and Union Bank of England, Ltd.
The Guaranty Trust Company of New York.
New York Bankers:—The Irving National Bank.
The Equitable Trust Company New York.
Interest allowed on Current Account and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on approved securities.
Exchange facilities for Home Exchange.
TSUIKEE FEI,
Manager.
Hongkong, September 8th, 1921. [33

THE MERCANTILE BANK OF INDIA, Limited.

HEAD OFFICE:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital £3,000,000
Subscribed Capital £1,800,000
Paid-up Capital... ... ... £1,059,000
Reserve Fund £1,200,000

BANKERS
THE BANK OF ENGLAND,
THE LONDON JOINT CITY & MIDLAND BANK LTD.

BRANCHES:

Bombay	Hongkong	Kuala Lumpur	Rangoon
Calcutta	Howrah	Madras	Shanghai
Colombo	Kandy	New York	Singapore
Delhi	Karachi	Penang	Bangkok*
Galle	Kuala Lumpur	Port Louis (Mauritius).	

*HONGKONG BRANCH.
Every description of Banking and Exchange business transacted.
INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates that may be ascertained on application.
H. C. WILSON,
Manager.
7, Queen's Road Central,
Hongkong, March 22nd, 1922. [30

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY.)

Established 1824.

Authorised Capital ...	F. 100,000,000	$53,333,333
Paid-up Capital ...	F. 90,000,000	$48,000,000
Reserve Fund ...	F. 19,445,200	$1,810,433
Special Reserve ...	F. 22,440,000	$11,968,533

Head Office:—Amsterdam.
Branches at
The Hague:—Rotterdam.
Head Agency:—Batavia.

BRANCHES—

Bandjermasin	Macassar	Shanghai
Bandoeng	Medan	Singapore
Bombay	Padang	Soerabaja
Calcutta	Palembang	Soerakarta
Charibon	Pekalongan	(Sele)
Djember	Penang	Tegal
Djokjakarta	Pontianak	Tjilatjap
Kobe	Rangoon	Weltevreden
Kota-Radja	Samarang	

Correspondence at Colombo, Madras Pondicherry, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Melbourne, Sydney, New York, San Francisco, etc., etc.
London Bankers:—The National Provincial and Union Bank of England, Limited.
The Bank buys and sells and receives for collection Bills of Exchange issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America and Australia and transacts banking business of every description.
W. H. GROSKAMP,
Agent.
Hongkong, September 4th, 1922. [37

THE BANK OF EAST ASIA, Limited.

HEAD OFFICE:—
No. 10 Des Voeux Road C, HONGKONG.
Established 1919.

Authorised Capital ... $10,000,000.00
Paid-up Capital ... 5,000,000.00
Reserve Fund ... 500,000.00

DIRECTORS:
Mr. PONG WAI TING, Chairman,
Hon. Mr. Chow Shou Son,
Mr. Li Koon Chan, | Mr. Kan Ying Po,
Mr. Fung Ping Shan, | Mr. Mok Ching Kong,
Mr. P. K. Kwok, | Mr. Wong Yun Tong,
Mr. Kan Chin Nam, | Mr. Chan Ching Shak,
Mr. Huyah Tai, | Mr. Ng Chang Lak.

Chief Manager ... Mr. Kan Yen Po,
Asst. Manager ... Mr. L. Tse Fung

BRANCHES & AGENCIES:—

LONDON	NEW YORK
PARIS	SAN FRANCISCO
SHANGHAI	YOKOHAMA
KOBE	SAIGON
NAGASAKI	PENANG
SINGAPORE	HANKOW
TIENTSIN	BATAVIA
MANILA	SOURABAYA
SAMARANG	BOMBAY
CALCUTTA	CANTON

London Bankers:—The London Joint City and Midland Bank, Ltd.
Every description of Banking and Exchange business transacted. Loans granted on approved securities.
Interest allowed on Current Deposit Account at the rate of Three per cent. per annum on Savings Account Four per cent. per annum, and on Fixed Deposits at the following rates:—
For 3 month at the rate of 4 per cent. per annum
For 6 month at the rate of 4 per cent. per annum
For 12 month at the rate of 4 per cent. per annum
KAN TONG FO
Chief Manager.
Hongkong, February 26th, 1923. [24

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid up) ... Yen 100,000,000
Reserve Fund ... Yen 69,000,000

HEAD OFFICE YOKOHAMA.
Branches and Agencies at

Batavia	Kobe	Soerabaya
Bombay	London	Rangoon
Buenos Ayres	Lyons	San Francisco
Calcutta	Los Angeles	Seattle
Changchun	Manila	Shanghai
Dairen (Dalny)	Nagasaki	Singapore
	Nagoya	Shimonoseki
Chefoo	Mukden	Newchwang
Hamburg	Osaka	Sydney
Hankow	New York	Tientsin
Honolulu	Peking	Tokyo
Harbin	Rio de Janeiro	Tsingtau
Ka Yuen	Saigon	Vladivostok

Interest allowed on Current Accounts.
Deposits received for fixed periods at per rates to be obtained on application.
T. SHIBUYAMA,
Manager.
19th March, 1923. [39

THE BANK OF TAIWAN, Limited.

(TAIWAN GINKO),
Incorporated by Special Imperial Charter 1899.

Capital Subscribed ... ... Yen 60,000,000
Capital (Paid-up) ... ... " 37,500,000
Reserve Funds ... ... " 13,130,000

HEAD OFFICE:—TAIPEH, FORMOSA

BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka Moji.
FORMOSA—Giran, Kagi, Karenko, Kashang Makung, Nanto, Pinan, Shinchiku Taichu, Tainan Takow Tamsui Tokyen, Heito.
CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Chemlan.
OTHERS—Hongkong, Bangkok, Singapore Soerabaya, Semarang, Batavia, Bombay, London, New York;

LONDON BANKERS:
LONDON COUNTY WESTMINSTER AND PARR'S BANK.
The Bank has Correspondents in Commercial Centres in the European Continent, Russian Manchuria, Tsingtau, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, etc.
Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.
S. KONDOW
Manager.
HONGKONG BRANCH,
2, Des Voeux Road
Hongkong, 7th September, 1922

BANQUE DE L'INDO-CHINE. PARIS.

HEAD OFFICE: 96 RUE [illegible] HAUSSMANN, PARIS

Subscribed Capital... Frs. 72,000,000.00
Paid-up Capital ... Frs. 62,400,000.00
Reserves Funds ... Frs. 69,647,362.54

BRANCHES

Bangkok	Hongkong	Saigon
Battambang	Mongtse	Shanghai
Canton	Nouméa	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom-Penh	Yunnanfu
Hanoi	Pondichery	

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas Crédit Industriel et Commercial Société Générale.
IN LONDON: The National Provincial and Union Bank of England, Ltd., Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: The National City Co., Morgan & Co. French American Banking Corporation Guaranty Trust Co. of New York.
Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.
Every description of banking and exchange business transacted.
V. MARBOT,
Acting Manager.
Hongkong, July 18th, 1921. [32

The "Three Castles" Virginia Cigarettes

Perfectly made from the Choicest Growths of Old Virginia Tobacco.

MANUFACTURED IN ENGLAND BY W. D. & H. O. WILLS.

MAGUNUMS

"The larger Cigarette with a Pedigree"

This advertisement is issued by British-American Tobacco Co. (China), Ltd.

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